

THE VOICE OF BRITISH MOTORSPORT

MOTORSPORT NEWS

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EXCLUSIVE INTERVIEW ROB HUFF



Tin-top World champion tackles the MN readers' posers p20



Estonian victorious in Sardinia while Breen returns M-Sport to the podium

TANAK FIRES HYUNDAI BACK INTO WRC TITLE FRAME



Tanak flew to his first win of the season



Breen was thrilled with his return to the WRC podium

By Graham Lister

Champion Ott Tanak hit back from Hyundai's tough start to the 2022 World Rally Championship with a dominant Sardinia victory, as Irishman Craig Breen refired his faltering campaign in second place.

Tanak, who took the 2019 WRC crown, hadn't won since Arctic Rally Finland 16 months ago but dominated proceedings in the Mediterranean, taking nine fastest stage times and winning by a margin of more than one minute.

Hyundai has been in catch-up mode since the hybrid-based Rally1 regulations were unleashed ahead of January's Monte Carlo Rally. But its victory on a day when runaway points leader Kalle Rovanperä could do no better than fifth has fired a warning shot at its rivals.

"It's been challenging, but we have shown hard work pays off," said Estonian Tanak. "When we have the confidence we can do a good job."

Meanwhile, Breen's podium was his second in M-Sport's Ford Puma Rally1.

Report, p16

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REVIEW

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We reflect on emotional season for Circuit series p15



FEATURE

MEET THE MOTOR RACING REVEREND

We speak to the clergy with a Le Mans dream p18



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COMMENT

Photo: M-Sport, Motorsport Images, mcklein-imagedatabase.com. Sol Rally Barbados



Breen landed a much-needed podium finish for M-Sport in the Ford Puma in Italy

THE TIME IS RIGHT FOR BREEN TO SHINE

There is no doubt that this is a huge season for Craig Breen. After playing a bit-part role in the World Rally Championship for so many seasons, M-Spot finally put its faith in the Irishman and handed him a full year in its new Puma.

Breen certainly deserved the chance and has already proven his versatility on so many different types of event. Rally Italy last weekend was another opportunity for him to shine, and he grabbed it with both hands. A second-placed finish added to his growing collection of silverware.

It marked Breen's second podium of the season and he is fourth in the drivers' standings as a result. The breakthrough win at the top table surely can't be far away, and it will be welcomed by all in the service park who have followed his progress up through the sporting ranks.

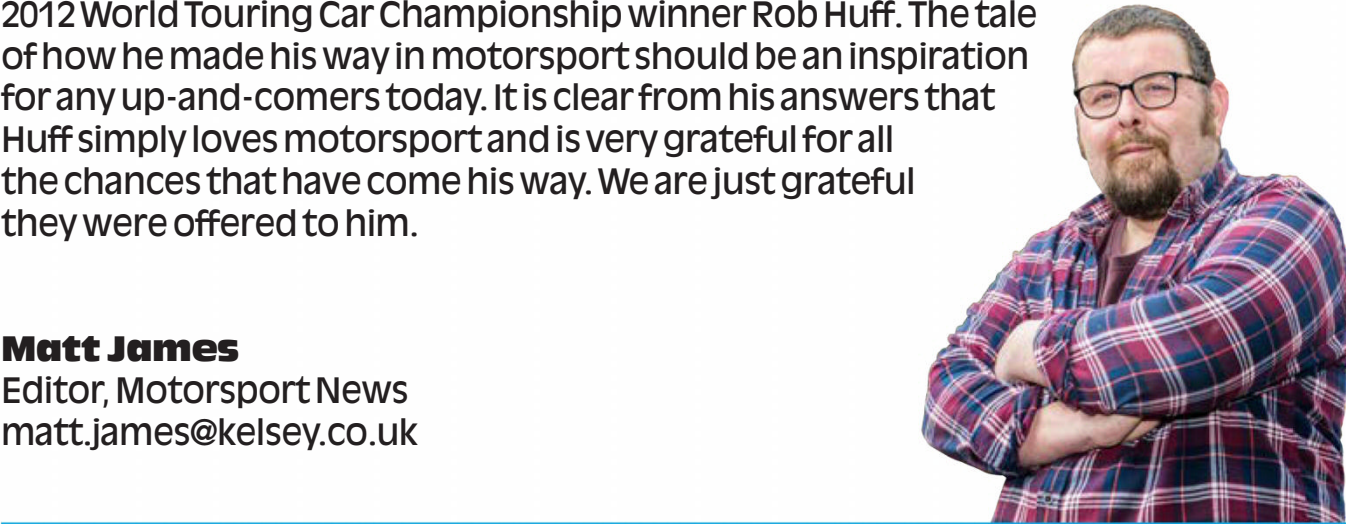
Chris Ingram's performance to maintain his points lead in the Junior section of the WRC is also worthy of much merit.

Toyota doesn't need much more merit. It currently sits on top of the World Rally Championship, and it is also setting the pace in the World Endurance Championship as well. While the season-long WEC contest is something the teams cherish, the biggest prize of all is always the Le Mans 24 Hours. This weekend's edition will be a battle of the Hypercars, and the Japanese firm has already laid down a marker by topping the timesheets at the Le Mans test weekend on Sunday. The GR010 was pushed very hard by the extraordinary looking Glickenhaus. However, such is the threadbare nature of the Hypercar division, don't rule out a winning performance from the LMP2 division this season. It is a category that is packed with talented drivers and the machines can lap within a few seconds of the Hypercars. This year's Le Mans could bring a huge surprise and don't forget to pick up your copy of Motorsport News next week for a full report.

If the GR010 does manage to win, it will park itself alongside some of the greatest cars from the Japanese firm, and we have given you the chance to nominate your favourite in our latest MN poll. Check out page 33 to find out how to make your voice count.

The incumbent of the readers' questions hot seat this week is the 2012 World Touring Car Championship winner Rob Huff. The tale of how he made his way in motorsport should be an inspiration for any up-and-comers today. It is clear from his answers that Huff simply loves motorsport and is very grateful for all the chances that have come his way. We are just grateful they were offered to him.

Matt James
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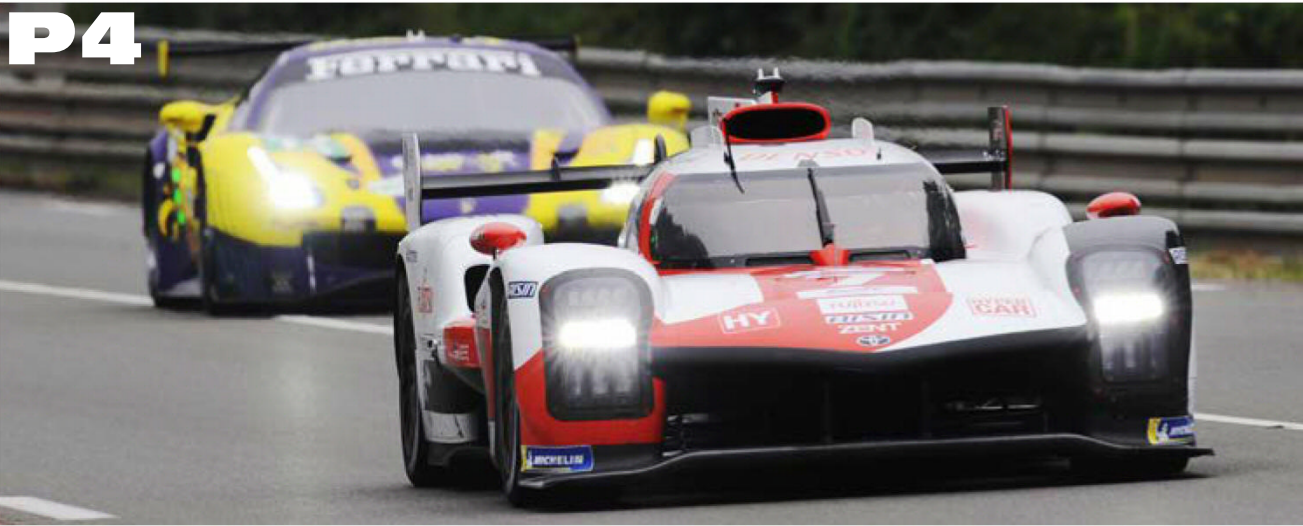


MOTORSPORT NEWS

ISSUE MJ3337 JUNE 9 2022

IN THIS ISSUE

P4



Toyota on top at Le Mans

Japanese firm heads the lap times after test weekend

P16



Tanak gets back to the top

Hyundai man takes Rally Italy glory

P19

Rallying in the sunshine

We look at the appeal of competing in the Caribbean



P20

Readers' Q&A: Tin-top ace Rob Huff

The serial Macau winner tackles one of his toughest tests: your questions...

News: Racing	4
News: Rallying	9
News: Sporting Scene	12
News: Historics	13
Review: MN Circuit Series	15
Report: Rally Italy	16
Feature: Racing Reverend	18
Feature: Rallying in Barbados	19
Q&A: Rob Huff	20
Reports: Rallying/rallycross	27
Reports: Hot Rods/hillclimbing	29
Reports: National Racing	31
MN Poll: Favourite Toyotas	33
Column: Marcus Short	34
What's on/readers photos	35



GREATEST TOYOTA RACERS: Have your say

FOR MOTORSPORT NEWS STAFF CONTACT DETAILS PLEASE SEE P35

RACING NEWS



Perez will remain with the British team



Photos :Motorsport Images

Monaco GP win was a “dream come true” for the Mexican driver

PEREZ INKS TWO-YEAR EXTENSION TO HIS RED BULL RACING CONTRACT

Mexican driver to remain with title-winning team until the end of the 2024 season

By Matt James

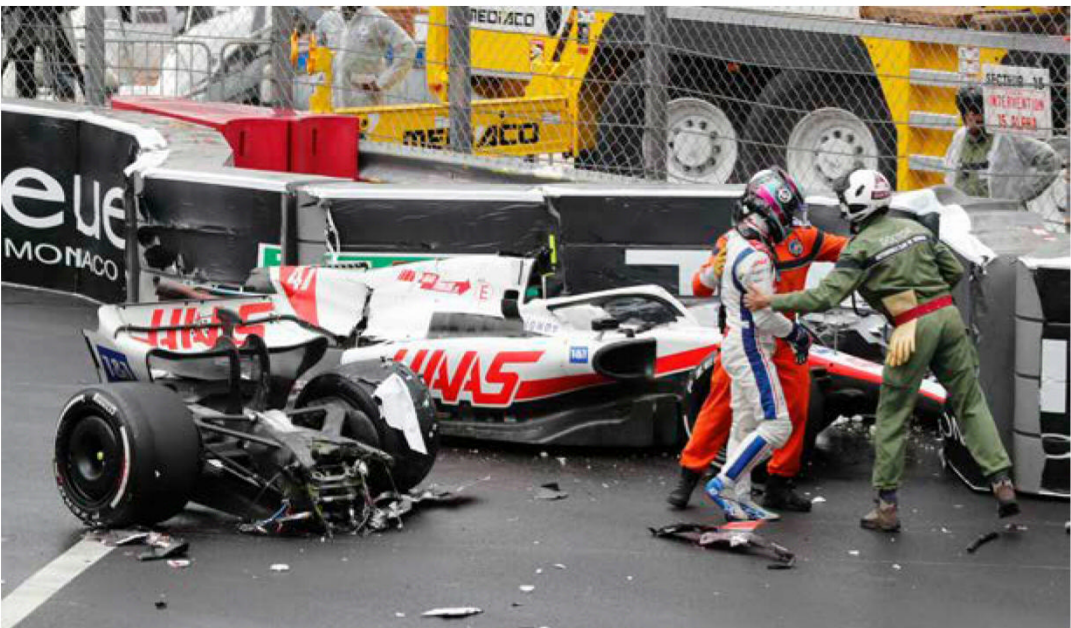
Monaco Grand Prix winner Sergio Perez will remain with Red Bull Racing until 2024 after securing a new deal with the Milton Keynes-based squad
The 32-year-old signed an extension to his current deal ahead of the race in the

south of France and will remain as World champion Max Verstappen’s team-mate. Perez, who joined the team in 2020, is third in title chase this season and has scored four podiums. Red Bull is on top of the World championship standings in the race for the constructors’ championship.

Perez said: “For me, [it was] an incredible week. Winning the Monaco Grand Prix is a dream for any driver and then to follow that with announcing I will continue with the team until 2024 just makes me extremely happy. “I am so proud to be a member of this team and I feel completely at home here

now. We are working very well together and my relationship with Max, on and off the track, is definitely helping drive us forward even more.” Horner said that he was thrilled to re-sign the Mexican. The team principal said: “Time and again he has proved himself to not only be a magnificent team player but

as his level of comfort has grown he has become a real force to be reckoned with at the sharp end of the grid. “This year he has taken another step and the gap to World champion Max has closed significantly.” Both Horner and Verstappen have long-term agreements with the team.



Schumacher says a small mistake led to a massive accident in Monaco

SCHUMACHER REGRETS “SMALL ERROR” THAT CAUSED MONACO SHUNT

Haas Formula 1 driver Mick Schumacher says that it was only a 10-centimetre error of judgement that caused his dramatic Monaco Grand Prix crash, which led to the race being red flagged. The German, who has yet to score a point in the F1 World championship standings this year, lost control on lap 24 of the race through the streets and his car split in half after connecting with the barriers at the Swimming Pool section. Schumacher said he was physically fine after the shunt, was annoyed that his race had ended early. The 23-year-old said: “I’m feeling alright – obviously it’s

very annoying. I think in terms of pace we were definitely there, it’s just a matter of keeping it on track, and unfortunately I wasn’t able to do that. “We just ended up being a little too wide, which is maybe a matter of 10cm at the end, and that was enough to lose all grip that you thought you had. And, unfortunately, the result is as it happened.” Haas team principal Gunther Steiner added: “We obviously saw what happened. It’s not very satisfactory having a big crash again. We need to see how we move forward from here.”

WOLFF THINKS HAMILTON NEEDS A SLICE OF FORTUNE TO PREVAIL

Mercedes boss Toto Wolff believes that it is only poor luck that has prevented seven-time World champion Lewis Hamilton from matching his new team-mate George Russell. Mercedes has had a faltering start to the campaign with the W13 chassis, which has experienced handling problems. Hamilton is sixth in the drivers’ points table this year, 34 behind

Russell, who has yet to finish outside the top five in any race so far in 2022. Team principal Wolff said only circumstances were preventing Hamilton from climbing further up the order. Wolff said: “I think when you look at the bad spells that Lewis had [they are just bad luck]: I mean, look at the [Monaco] race: stuck again. Contact with Esteban [Ocon], stuck behind Fernando

[Alonso], the red flag in qualifying, and I think the pendulum will swing. “So [once] these unlucky situations stop with Lewis, [Hamilton and Russell] are very much on the same pace. [During] one practice, one leads and then the other one. And that is great. Also they work together in order to get our car straight, because we need to get our car straight.”



Hamilton and Russell: Merc pair

TOYOTA ON TOP IN PRE-LE MANS TEST WEEKEND

Toyota claimed the bragging rights ahead of this weekend’s Le Mans 24 Hours by topping a highly competitive test weekend on Sunday. The GR010 Hypercar of Briton Mike Conway, Jose Maria Lopez and Kamui Kobayashi set a 3m29.896s lap on Sunday afternoon to eclipse the leading Glickenhaus entry of Olivier Pla, Romain Dumas and Felipe Derani by a scant 0.208s around the 8.5-mile French track. The second Toyota of Sebastien Buemi,

Brendon Hartley and Ryo Hirakawa was third with a 3m30.490s lap, narrowly clear of the second Glickenhaus 007 LHM driven by Ryan Briscoe, Richard Westbrook and Franck Mailleux. The fifth best time was set by the leading LMP2 machine, the United Autosports crew of Will Owen, Filipe Albuquerque and Philip Hanson. They registered a 3m32.099s tour. Top GT honours went to Chevrolet, with the Corvette C8.R of Alex Sims, Nick Tandy and Tommy Milner.

TOP 10 TIMES			
Le Mans test day			
POS	DRIVER/CO-DRIVERS	CAR	TIME
1	Mike Conway/Kamui Kobayashi/Jose Maria Lopez	Toyota GR010-Hybrid	3m29.896s
2	Olivier Pla/Romain Dumas/Felipe Derani	Glickenhaus 007 LMH	3m30.104s
3	Sebastien Buemi/Brendon Hartley/Ryo Hirakawa	Toyota GR010-Hybrid	3m30.490s
4	Ryan Briscoe/Richard Westbrook/Franck Mailleux	Glickenhaus 007 LMH	3m30.822s
5	Philip Hanson/Filipe Albuquerque/William Owen	United Autosports Oreca 07	3m32.099s
6	Roberto Gonzalez/Antonio Felix da Costa/William Stevens	Jota Oreca 07	3m32.382s
7	Andre Negrao/Nicolas Lapierre/Matthieu Vaxiviere	Alpine A480	3m32.420s
8	Alexander Lynn/Oliver Jarvis/Joshua Pierson	United Autosports Oreca 07	3m32.879s
9	Rui Andrade/Ferdinand Habsburg-Lothringen/Norman Nato	Realteam by WRT Oreca 07	3m32.958s
10	Paul Lafargue/Paul Loup Chatin/Patrick Pilet	Idet Sport Oreca 07-Gibson	3m33.088s



Albon: turning heads in 2022

RUSSELL BACKS ALBON'S HOT FORM AT WILLIAMS

Mercedes Formula 1 driver George Russell has praised his Williams replacement Alex Albon after the opening seven rounds of the campaign and says his fellow Briton is doing an “exceptional” job on his return to the grand prix cockpit. Russell spent three years with the British team and scored points on three occasions including a podium finish in the truncated Belgian Grand Prix in 2021 in the Mercedes-powered team. Russell was promoted to the main Mercedes team this term and former Red Bull driver Albon took his place at Williams. Albon has finished in the points twice this season and placed ninth in the Miami Grand Prix in early May. Russell, who has yet to finish outside the top five in any of the seven races so far this year, said: “I think there was obviously no secret he had a tough time that Red Bull, but I think all of us, even probably Max [Verstappen] included, just knew how talented Alex was. “He’s always been one of the very best, so it’s no surprise to me, and I’m happy to see that he’s back in Formula 1, and that he has cemented his position.”



Penske man tops points

POWER CHARGES FROM THE BACK FOR BELLE ISLE WIN

Will Power climbed from 16th on the grid to win the last IndyCar race to be held at the Belle Isle venue in Detroit on Sunday.

The Team Penske driver employed a two-stop strategy to hang on to top spot despite a late charge from second-placed driver Alex Rossi in his Andretti Autosport machine. Rossi had more grip in the closing stages after stopping for a third time late on in the event.

Scott Dixon claimed third place from polesitter Josef Newgarden.

The result has pushed Power to the head of the points table, three marks clear of the Indy 500 winner Marcus Ericsson, who finished seventh in Detroit.

DONINGTON PARK GP LAYOUT TO MAKE A BTCC COMEBACK NEXT SEASON

East Midlands venue gets two tin-top rounds in reworked calendar for 2023

Photos: Motorsport Images



Donington hairpin will return in 2023

By Matt James

The Donington Park Grand Prix layout will return to the British Touring Car Championship schedule in 2023.

For the last two decades, all BTCC races at the East Midlands venue have taken place on the shorter National version, but the track has taken up the second ‘floating’ BTCC date for 2023, which gives organisers the chance to run on both configurations of the circuit. The last time the longer, 2.4-mile version was used, which includes the run down to the Melbourne Hairpin and the return loop, was in 2002.

The BTCC will kick off on April 22-23 on the National layout at Donington Park before heading to Brands Hatch for the Indy circuit round. It will then visit Snetterton, Thruxton, Oulton Park before the traditional summer break.

The second half of the contest starts at Croft in late July before going to

CALENDAR

BTCC 2023		
RNDS	WHERE	WHEN
1-3	Donington Park National	April 22-23
4-6	Brands Hatch Indy	May 6-7
7-9	Snetterton 300	May 20-21
10-12	Thruxton	June 3-4
13-15	Oulton Park	June 17-18
16-18	Croft	July 29-30
19-21	Knockhill	Aug 12-13
22-24	Donington Park GP	Aug 26-27
25-27	Silverstone National	Sept 23-24
28-30	Brands Hatch GP	Oct 7-8

Knockhill, Donington GP, Silverstone and finishing on the Brands Hatch Grand Prix layout.

Alan Gow, BTCC chief executive, said: “I’m very pleased to be able to confirm our 2023 British Touring Car Championship calendar. We’ve never announced a following season schedule as early as May before, which provides great forward planning for our teams, partners, fans and all stakeholders.”

ROSSI SET FOR McLAREN SWITCH IN 2023

Alexander Rossi will switch from Andretti Autosport next season to the Arrow McLaren SP team in IndyCar next season.

The 2015 GP2 runner-up, who finished fifth at the Indy 500 at the end of May, has had a long relationship with Andretti but has not won a round since 2019.

The 30-year-old said: “It has been a great ride with an awesome team, and it has been an honour to race for the Andretti name and for Michael for so long.

“The time has come for a new challenge, with a team that is growing in the sport. I look forward to contributing to the

development of Arrow McLaren SP and helping them reach the top.

“I see the commitment this team has to each other and to me, and I’m looking forward to getting started. It’s time for me to race for another one of motorsport’s biggest names: McLaren.”

It is unclear whether Rossi

will form part of a three-car attack for Arrow McLaren SP alongside Pato O’Ward and Felix Rosenqvist, or whether he will replace Rosenqvist.

Rossi’s position in the Andretti Autosport team will be taken by Indy Lights champion Kyle Kirkwood.



Rossi will switch over to the expanding Arrow McLaren SP team

FORMULA E: JAKARTA, INDONESIA BY ALICE HOLLOWAY



Evans held off some serious threats in Jakarta



Vandorne maintained points lead with fifth

EVANS PUTS ONE OVER ON VERGNE FOR FORMULA E SUCCESS

Mitch Evans took his third win of the current Formula E season at the inaugural Jakarta E-Prix, while Stoffel Vandoorne’s fifth place kept him at the top of the drivers’ standings as the 2022 season entered its second half in Indonesia.

The Chino-French DS Techeetah squad had dominated in qualifying, locking out the first row as Jean-Eric Vergne and Antonio Felix da Costa both made it through to the final qualifying duel. Vergne started ahead of da Costa in pole position, a place he would hold onto until the final stages of the race.

Held in sweltering temperatures, Evans had a strong launch off the line and was soon past da Costa. The Jaguar then went after Vergne with the pair making a decent gap to the chasing pack.

Double Formula E champion Vergne utilised a calculated Attack Mode strategy to stay ahead of the Kiwi after both had taken their mandatory power boost.

But the Jaguar’s slightly better energy management put Evans in a strong place to attack in the final stages of the race, and with three laps to go the Kiwi positioned his car on the inside of Vergne through Turn 7 and made a clean move into the lead.

Vergne tried to stay with Evans and fight back for the lead, but with slightly less energy and having to thermally manage his DS more, he found his second place under threat from Venturi’s Edoardo Mortara, who had caught the pair under a stealthy energy saving tactic.

It was a photo finish as second and third crossed the line, but as Evans controlled the pace Vergne just held onto second. This

helped promote the Frenchman up to second in the drivers’ standings, five points behind Vandoorne as the Mercedes EQ driver took a low-key fifth.

Da Costa finished fourth, seven tenths up on Vandoorne, who led home Andretti’s Jake Dennis.

Mortara’s team-mate Lucas di Grassi took seventh ahead of Porsche’s Pascal Wehrlein, Evans’ Jaguar partner Sam Bird and Nissan’s Sebastien Buemi.

Andre Lotterer had been ninth on the track at the chequered flag, but the Porsche driver was handed a five-second penalty for contact with Nyck de Vries, taking the latter out of the race due to a rear left puncture. This relegated Lotterer to a disconsolate 11th.

An early safety car added five minutes to the race time after a tyre came off Oliver Rowland’s Mahindra. He made it back to the pits for a replacement during the

safety car, but that incident took him completely out of contention for the rest of the race.

Rowland’s team-mate Alexander Sims placed 15th, while the two other Brits in the race – team-mates at NIO333, Oliver Turvey and Dan Ticktum, placed 12th and 18th respectively.

Results

Formula E Jakarta e-Prix **When:** June 4
Where: Jakarta International e-Prix Circuit
Laps: 40
Race one: 1 Mitch Evans (Jaguar TCS Racing) 48m28.424s; 2 Jean-Eric Vergne (DS Techeetah) +0.735s; 3 Edoardo Mortara (Venturi Racing) +0.967s; 4 Antonio Felix da Costa (DS Techeetah) +3.350s; 5 Stoffel Vandoorne (Mercedes-EQ Formula E Team) +4.038s; 6 Jake Dennis (Andretti Formula E) +4.635s; 7 Lucas di Grassi (Venturi Racing) +5.253s; 8 Pascal Wehrlein (Porsche Formula E Team) +8.191s; 9 Sam Bird (Jaguar TCS Racing) +13.348s; 10 Sebastien Buemi (Nissan e.dams) +14.766s. **Pole position:** Vergne (DS Techeetah). **Fastest lap:** Evans 1m09.786 (76.00mph). **Championship positions (after 9/16 rounds):** 1 Vandoorne 121pts; 2 Vergne 116; 3 Mortara 114; 4 Evans 109; 5 Frijns 81; 6 De Vries 65, etc.

RACING NEWS

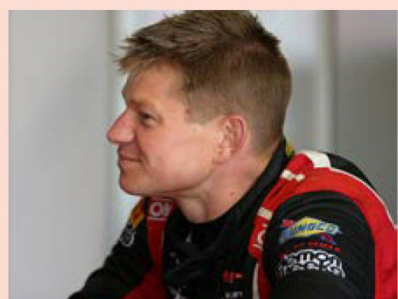
KEEN SECOND IN 24-HOUR ENDUROKA

British GT frontrunner Phil Keen last week added a very different challenge to his schedule by competing in the 24-hour EnduroKa race at Anglesey.

British GT race win record-holder Keen was part of the IP Racing Ford Ka effort in Wales alongside Adam Blair, Scott Parkin, Mark Witherington, Ollie Wilmot and Daniel Silvester. IP Racing qualified on pole then finished second.

"Just some friends really and have a bit of fun," Keen said when asked by Motorsport News why he took on the Anglesey event. "My brother [Peter Keen] was meant to be doing it as well as but unfortunately he's pulled out. So the whole idea was my brother was there and just have a pound round with my mates and help my brother out because he's racing in the BMW 116 championship this year.

"I know the guys who own the team and stuff so it's just a bit of fun, any excuse to get out in a car. I've done a bit for them in the past. We did the 12-hour at Snetterton [in 2020], we finished ninth, that was the first race after the pandemic, that was the last time I drove [a Ka]."



Keen for more racing



Turner (r) praised partner

TURNER'S TOPHAM TRIBUTE IN GT4 FIGHT

Darren Turner has paid tribute to his British GT Am driver partner Matt Topham as the Newbridge Aston Martin duo push for this year's overall GT4 title.

Three-time Le Mans winner Turner told Motorsport News: "From last year joining the team and Matt, straight away Matt's got very good understanding of how to drive a race car. As Matt gets more and more experience with the car itself he's able to push where the car's dancing on the edge, and that comes from experience.

"Last year the gap to Matt was 1.4 [seconds], something like that, and now it's down to nine tenths, eight tenths, so you can see how much Matt's improved during the off season.

"He looks at it [the data], he analyses it himself and he's able to make the changes between sessions which is all you ever really want from your partner out there in Pro-Am."



Mansell Mania is to be rekindled

MANSELL TO BE CELEBRATED AT GOODWOOD FESTIVAL

Legend to be reunited with 1992 title-winning Williams and other iconic cars

By Graham Keilloh

Nigel Mansell will attend this month's Goodwood Festival of Speed and be reunited with his 1992 Formula 1 championship-winning Williams to mark 30 years since his title triumph.

Mansell will be celebrated at the June 23-26 event, with his engagements including a special balcony appearance at Goodwood House, and will evoke memories of British Grands Prix wherein 'Mansell Mania' took hold

among many home fans.

As well as Mansell at Goodwood getting behind the wheel of his Williams FW14B, with which he took his crushing 1992 F1 title, he will also take to the famous Goodwood hill in a number of other cars from his F1 career including the Lotus 91 from 1982 as well as the 639 and 640 Ferraris from his spell at Maranello.

Mansell said: "I'm thrilled to be coming to the Festival of Speed this year. It's always a wonderful event and I'm looking forward to getting behind the wheel of some

of my cars again and celebrating 30 years since my World championship with all the Goodwood fans."

Event founder and organiser the Duke of Richmond said: "As we prepare to celebrate the 'Masterminds of Motorsport', I am delighted that Nigel will be joining us at the Festival of Speed to celebrate his incredible achievements in Formula 1. We know our fans will be eager to see Nigel in action on the hill and have a chance to applaud his historic career."



Lotus 91 is among cars Mansell will demonstrate

SHORT BROTHERS WALK TALL IN MG CUP

Marcus Short will complete the MG Car Club's MG Cup season and is aiming for the title in his Rover 216 GTi starting this weekend at Silverstone's showpiece MG Live.

The 17-year-old son of Le Mans frontrunner Martin Short made his solo car-racing debut in MG Cup's Brands Hatch season opener, then at Cadwell Park's second round took two dominant class wins plus qualified third overall despite competing in the road-going class against modified and race cars. His performance was such that a rival protested him.

Marcus told Motorsport News: "Originally the plan was just to do enough races to get my six signatures to upgrade my licence but because of how well it was all going and [I'm] in with a good chance of a championship we decided to do the whole season."

Marcus will be joined at Silverstone's race one by older brother Morgan racing a Rover Tomcat in the frontrunning class C. Morgan raced a class C MG ZS last



MGCC's Marcus (l) and Morgan

season, winning at Oulton Park.

He told MN: "We were joking [about Cadwell's protest] and Martin Slingsby, who we bought the MG ZS from, made a half-joke that the Tomcat is always ready. But things got a bit more serious, and we said yeah that sounds good.

"I'll get to experience a Tomcat which is something I've never driven before. It's a bit of nostalgia driving something dad drove 30-odd years ago. [Slingsby has] always been very very good to us."

NEW LAND SPEED PUSH SEEKS FUNDS

World land speed record holder Andy Green has said his Bloodhound LSR project to set a new mark is at a fundraising stage post-Covid.

Fighter pilot Green set the current record clocking a supersonic 763mph in 1997. He told Motorsport News: "Post-Covid fundraising is a challenge for everybody, we've got some interest so wish us luck.

"There are always [design] concepts

being discussed so we'll wait and see which ones bubble to the surface, and some of that will depend how much time we've got in and around Bloodhound."

Green also noted Brooklands' centenary of its last land speed record mark: "Then you'd had the world's first aerospace and motorsport park. Brooklands is still today why global motorsport finds all of its best track racing cars in the UK."



Green says Brooklands' land speed legacy lives on in UK motorsport

GILKES AND HANNAH MAKE HISTORY IN GB4

Two female drivers win on same day in junior single-seater contest's latest round



Hannah took first GB4 win

By Graham Keilloh

History was made in the GB4 championship 10 days ago as two different female racers won races on the same day in the same contemporary championship in the UK.

On the Donington Park meeting's Sunday, Hillspeed's Megan Gilkes from pole took her first non-reversed grid GB4 race win, then later Graham Brunton Racing's Logan Hannah got her first GB4 victory. The wins, which

in Gilkes' case was her second of the year, mean 25% of the victories in GB4's inaugural season have been claimed by female drivers.

Gilkes, who continues to race in GB4 on a round-by-round basis, told Motorsport News: "It was really a weekend of highs for me, over the moon with it. I knew I had good pace, throughout the whole of the two days we were right up there in the top three most of the time, and really went into qualifying with a lot of confidence."

Hannah told MN of her win: "About

time, it's been so long coming. Pushing through all the problems that we've had, the second place at Silverstone brought the confidence up. I hope to do it next time in a race where we qualified at the front rather than a reverse-grid race.

"It's the time on the new tyres [to improve qualifying], 100%, we crack that egg and we're miles ahead so we're going to pick away at it budget wise, get more of those new tyres and I'm looking forward to the rest of the season now."



Gilkes got Donington win from pole

Photos: Jakob Ebrey



Valour boss is looking ahead

VALOUR HAPPY WITH GB4 BOW

The boss of Radical champion Valour Racing is pleased with the team's recent GB4 debut weekend at Donington Park ahead of its "full attack on the championship next year".

Valour's line-up consisted of rookies Daryl DeLeon – who races for Valour in Radicals – and Britcar competitor Danny Harrison. DeLeon finished third in Donington's race one.

Team manager Rhys Terry told Motorsport News: "It's been great for us to put our team in the paddock and show good pace. It's shown that we're more than capable of putting a good car down in here.

"We didn't want to do it just to make up the numbers. We've got two quick drivers that are more than capable. It's good to see the championship growing. Ultimately we want to do be in a field of 15-plus cars and on a package like this supporting the [British] GTs."

On appearances in future rounds, with both drivers competing as a one-off at Donington, Terry added: "We want to do as many [rounds] as we can. The main thing is to get into the paddock and show our face, with having a full attack on the championship next year."

On the team making its single-seater debut, Terry said: "Moving everything across for the team in terms of equipment and making sure we're all ready has been challenging and there's been a few late nights but the boys have done a mega job."

GRANT TO DEMO GB4 CAR AT SIR JACKIE EVENT

GB4 racer Chloe Grant will demonstrate her Graham Brunton Racing GB4 car at next weekend's inaugural Sir Jackie Stewart Classic event at Thirlestane Castle in the Scottish Borders.

The 'Scottish Goodwood' event takes place on June 18-19 in aid of Sir Jackie's Race Against Dementia charity (*see p12*). Sir Jackie will be present and demonstrate his 1969 Formula 1 championship-winning Matra.

Scottish Motor Racing Club Rising Star Grant, 16, has already visited the venue to test out its sprint track. She told Motorsport News: "We had to raise the car so so high,

but it didn't bottom out anywhere which was really good, so it'll be fun.

"I'm not sure if we'll be taking part in [the sprint] because it's so tight and we don't want to risk anything. But we will do the demonstration runs to show the cars off.

"I met [Sir Jackie] at the Jim Clark Museum opening. I only got to say 'hi' and a quick photo, it'll be quite nice if I got to properly meet him at the event.

"I prefer to go on YouTube and type in older F1 from his days or Ayrton Senna rather than watch newer F1, it's better racing and it's real racing."

REES RUES GRANFORS CLASH



GB3's Granfors (50) and Rees (53) dived on lap one but came into contact

Matthew Rees has said GB3 points leader Joel Granfors "crowded him off" when the pair clashed contesting first place on lap one of Donington Park's opener 10 days ago.

Fortec's Granfors led from pole in Donington's opener, but fellow front-row starter Rees of JHR Developments attacked him in the opening corners, and the pair then collided exiting McLeans as Rees was drawing alongside Granfors on the outside. Granfors was out immediately as was his closest title rival Hitech GP's Luke Browning who went off in avoidance. Rees

continued with damage and finished eighth.

Reigning British Formula 4 champion Rees told Motorsport News: "I get alongside and he just crowds me straight off. They're [stewards] saying it's legal because I'm not significantly alongside, yet I am three-quarters of the way up the side of him. So I don't know.

"It's more of a case of just move on, there's no point complaining about it, it is what it is."

Granfors told MN: "I have my opinion, he [Rees] has his opinion, it doesn't really matter, the decision has been made."



GB4's Grant to join 'Scottish Goodwood' line-up

FREE BRITISH F4 DRIVE WINNERS SET

Monica Boulton Ramos and Deagen Fairclough are set for British Formula 4 race seats in 2023 after becoming the inaugural ROKiT Racing Stars esports contest winners.

The scheme, seeking to remove the cost barrier for talented youngsters, is spearheaded by former FIA

Single-Seater Commission president Bob Fernley and ROKiT. Its multi-stage competition concluded with a University of Bolton grand final last month, which identified a male and female to get the opportunity.

Both now proceed to six months of training,

supported by the Motorsport UK Academy and the Hitech GP team, before testing later this year and taking up full-time British F4 race seats for 2023.

Fernley said: "The driving standards were incredibly high and these two are great prospects."



Boulton Ramos and Fairclough won out

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RALLY NEWS

BREEN'S BACK WITH SARDINIA WRC PODIUM

Irishman returns to the World championship's top three with Italy runner-up spot

Photos: M-Sport, mcklein-imagedatabase.com



Breen flew to a podium finish

By Graham Lister

Craig Breen's World championship podium return in Sardinia last Sunday was secondary to the feeling that he's no longer lost in his factory-supported Ford Puma Rally1.

Breen has struggled to recapture his top-three form from the season-opening Monte Carlo Rally in recent events but felt his drive to second on Rally Italy was proof of recent progress.

After finishing runner-up on a WRC round for the fifth time, the 32-year-old M-Sport driver said: "Whatever would have happened, I felt better with myself

and my driving. I would say I got slightly lost on the last couple of rallies, trying to chase something that I probably didn't need to be chasing.

"I just tried to resort back to the car doing the work and enjoy the weekend. The speed was a lot better and I was really happy with the pace of the car. It's the first time that I have felt confident on these type of roads and these type of stages. The pace was quite strong and there was a margin there where I could push a little bit more. It was important that we had a result like this and a podium."

Breen's second-place finish in Sardinia halted a slide down the championship

order and means he will head to Kenya for the Safari Rally from June 22-26 fourth in the standings. He hopes his Sardinia result will serve as a pre-Safari lift.

"It will definitely make us feel better," said the Irishman. "Having this good result in the bag should give us a bit more confidence. Safari will be completely new for me, a proper challenge. Let's try and bring the speed forward that we had here."

Co-driven by compatriot Paul Nagle, Breen began the final day of the Alghero-based Rally Italy 20.8 seconds ahead of Dani Sordo, whom he carshared with at Hyundai last season. By beating the Spaniard through the final leg's

opening stage, Breen edged his margin to 24.0s and finished the gravel event 29.8s in front of Sordo.

"It wasn't so nice at all to be honest," Breen said of starting ahead of Sordo on Sunday's running order. "Normally, Sunday morning, first stage, is a bit nervous because you never know what someone is going to do. I was a bit nervous from the flying finish to the stop control what the time was. I felt like I was slow, but the time was not too bad and I was really happy. It was nice to be in a race with Dani because for the last few years when I have been driving, he wasn't. We never really got to come together in the same rallies."



Nagle and Breen: happy

ROUGH GRAVEL RALLY TOP-THREE ADDS TO M SPORT DRIVER'S SET

By finishing second in Sardinia, Craig Breen has added a podium on a rough gravel to his growing tally of World championship top-three finishes.

Apart from his second place on the all-asphalt Ypres Rally last season and his run to third on the Tarmac-based Monte Carlo Rally in January, Breen's other WRC podiums have come on high-speed, loose-surface rounds in Estonia, Finland and Sweden.

As well as providing Breen with a much-needed lift, his podium in Sardinia was a timely boost for M-Sport, which hadn't registered a podium since Breen joined Sebastien Loeb – who is contesting selected events with M-Sport – on the Monte Carlo podium.

"Back on the podium is a brilliant feeling," said M-Sport team chief Richard Millener. "I would like to once again extend my thanks to the whole team who worked three very long days to get the cars here [from the previous round in Portugal], and Craig and Pierre [Loubet] have helped deliver a result for them. I am really happy to see the pace of the Puma on gravel and this could be the start of some strong results for our young team. We have a lot of work to do before then, but bring it on."

GRYAZIN'S MUTED WRC2 CELEBRATIONS

Russian Nikolay Gryazin was forced to celebrate his WRC2 victory on Rally Italy last weekend in silence.

Gryazin and co-driver Konstantin Aleksandrov have registered as Authorised Neutral Athletes to allow them to compete on FIA World championship events in line with measures taken in response to Russia's invasion of Ukraine.

Although Gryazin lives in France having been based in Latvia in recent years, FIA rules mean he must essentially surrender his Russian identity in order to compete on events sanctioned by the world governing body.

Under the Authorised Neutral Athlete guidelines, there is to be no Russian flag flown or national anthem played at events such as World championship rallies.



Gryazin has not been carrying the Russian colours this season

Following his victory, Gryazin said: "I feel quite good. It was a really hot race. It was really tough. After Portugal, it was almost like two weeks in a row driving. We had almost no issues with the car, no

punctures and the team was in good shape."

Gryazin is set to skip the upcoming WRC rounds in Kenya and Estonia but is planning a Rally Finland appearance in August.

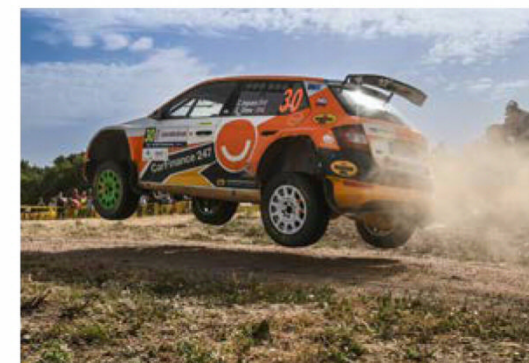
INGRAM TOPS WRC2 JUNIOR ORDER AFTER BRUTAL RALLY

Chris Ingram continues to top the WRC2 Junior standings after battling "the most brutal conditions" he's faced on a rally in Sardinia.

Brit Ingram, who was co-driven by Craig Drew, was third in the young driver category on Rally Italy behind Spain's Jan Solans and his Russian Toksport WRT team-mate Nikolay Gryazin, who won the category as an Authorised Neutral Athlete.

"We started with the fastest time in WRC2 on Friday, but I lost my rhythm and confidence after a puncture," the European champion said. "I had to dig deep to regain mental clarity and composure on Saturday and we managed a great fight back in the most brutal conditions we've faced."

"We finished with more stage wins and some of my best pace ever, clinching another podium and holding the lead of the WRC2 Junior Championship. I'm very proud of my performance."



Briton Ingram got his mojo back

The 27-year-old reported outside ambient temperatures of 40 degrees centigrade with temperatures inside the cockpit of his Skoda Fabia Rally2 reaching 65 degrees.

Meanwhile, Ingram, who has two third-place finishes and one victory in WRC2 Junior this season, is fourth in the overall WRC2 driver table, seven points behind defending champion Andreas Mikkelsen, another Toksport driver.

RALLY NEWS

McRAE CELEBRATION AT KNOCKHILL

Rallying stars to join the McRae family in tribute to Colin at special event in Scotland

Photos: Kevin Glendenning, Chicane Media, mcklein-imagedatabase.com



Stars will remember title-winner Colin



Colin McRae was a real hero

By Paul Lawrence

Some of the biggest stars in rallying will gather at Knockhill on July 2-3 to celebrate the life of Colin McRae.

The McRae Rally Challenge will feature a competitive rally as well as demonstrations and parades on the Scottish circuit. The event will be headed by Colin’s father Jimmy, brother

Alistair and nephew Max. Jimmy will contest the rally in the Stobart-liveried Ford Escort Mk2, while Alister and Max will travel from Australia for the occasion. There will be a star-studded entry for the rally, running over five stages each day, including Stig Blomqvist and Louis Moya teaming up in a Vauxhall Firenza and Gwyndaf Evans competing for the first time in the Ford Escort

Mk2 that his son Elfyn gave him as a present. Elfyn will be there on Sunday to demonstrate two cars. An extensive collection of 23 cars from the Colin McRae story will be on track, including six WRC Subaru Imprezas, two Ford Focus WRCs, Colin’s Escort Mk2, the one-off McRae R4 and his Donegal Rally Metro 6R4. The early years will be represented by his Hillman

Avenger, Vauxhall Nova, Peugeot 309 and his first autotest Mini. A parade will be headed by his World title-winning Impreza ‘L555 BAT’. Other stars on hand will include co-drivers Tina Thorner, Derek Ringer, Phil Mills and Nicky Grist. Louise Aitken-Walker and Thorner will be reunited with a Peugeot 205 and Escort RS1600i from their rallying careers.

The competitive event, covering the circuit and some of the access roads, will feature 60 crews in the main rally and another 20 Junior 1000 crews, as Sir Chris Hoy makes his rallying debut in a Mitsubishi Evo. Alongside the competitive event will be track parades, and quicker demonstration sessions with 35 rally cars from Slowly Sideways including five Audi Quattros,

Peugeot 205 T16s, Lancia 037s and Metro 6R4s. Stuart Gray of Knockhill told MN: “The parade of Colin’s cars will be one of the highlights. We will stop the rally stage twice each day from 1115hrs until 1200hrs and from 1330hrs to 1500hrs for parades and demonstrations. It should be a fantastic celebration of one of Scotland’s greatest motorsport families.”

CRONIN FINALLY FEELS READY TO FIGHT FOR FIFTH BRC TITLE

British Rally Championship leader Keith Cronin now feels capable of challenging for a record-breaking fifth championship title after a difficult campaign last season. Cronin returned to rallying and the BRC in 2021 with a Hankook-shod Ford Fiesta Rally2 but wouldn’t score higher than fourth

on the Grampian Forest Rally. But this year, equipped with a Volkswagen Polo GTI R5, he’s been far more competitive with a close second on the Tendring and Clacton Rally and a dominant win on the Jim Clark Rally. “We worked on the set-up of the car, we are on the Pirelli tyre now and it’s working well for

me,” Cronin said. “We haven’t done much rallying over the last few years so every rally I’m getting better.” He added to MN: “Last year I didn’t expect to win anything but this year I think we’ve the package now to compete at least. Can we guarantee the win? No. It’s always a tough

championship. There’s new guys coming, I can see their times and they’re going to be very quick and obviously Osian Pryce was very unfortunate but again, he’s going to be very quick at the next one. So it’s going to be very competitive. It’s good to get good points on the board early though.”



Keith Cronin feels he can now fight for BRC silverware



Kelly will step up to his father's Volkswagen Polo R5

EAMONN KELLY GETS HIS FATHER'S POLO R5 FOR DONEGAL

Eamonn Kelly will realise a boyhood dream by starting the Donegal International Rally in a top-class car next weekend, driving his dad’s Volkswagen Polo GTI R5. Eamonn’s father, Donagh, isn’t competing this year which has freed it up for him to use. It will be

Junior BRC championship leader Kelly’s third start in an R5 car following last weekend’s Circuit of Munster and the Mayo Stages earlier in the year. “We went to Limerick in the Polo to prepare and then if we get an entry for Donegal we’ll be sitting on the start-line in

the Polo which is the stuff of dreams, I can’t wait,” Kelly told Motorsport News. “The thing with Donegal is you never know where you can end up. We’re going for the experience. It’s the stuff you dream about as a kid, especially for me as I’m from Donegal. I’ve

only done it once so to do it a second time in an R5, it’s the stuff of dreams. If we can race anyone we’ll be happy, but you just don’t know where you’ll end up.” Kelly’s usual Ford Fiesta Rally4 will be driven by Alister McRae’s son Max who starts his first-ever UK or Irish event in Donegal.

TINDALL PLEASED BUT FRUSTRATED BY JIM CLARK RUN

Ewan Tindall feels he has some unfinished business with the Jim Clark Rally having shown impressive pace but not converted that into a result on the National rally. On his first event with his own pacenotes and just the second in his Mitsubishi, Tindall had been fourth against WRC and R5

machinery before damaging the rear hub on the fourth stage and having to retire. He made amends on Sunday’s Reivers Rally with an eighth-place finish but came away a little frustrated by his mistake. “It was a good weekend on the whole, just a shame about Saturday but shit happens in

rallying,” he told MN. “We’ll be back next year, there’s some unfinished business on the National side. The positive thing for me was when I was growing up my dad and Andy Fenwick were always really quick over Abbey St Bathans and always said it was the stage that everything went right for them

on, something just clicked on that stage. I think I felt something like that, those two runs over Abbey just clicked. I wouldn’t say it was emotional, but it was quite a nice feeling to go and rally on those roads.” Tindall’s next outing will likely be the Tyneside Stages on Otterburn this August.



Ewan Tindall feels he still has a point to prove in his Lancer

Photos: Martin Walsh, Jakob Ebrey, Paul Lawrence



Holland will tackle the Monte Carlo

BRITISH CLUBMAN PLANS MONTE CARLO OUTING

Holland ready to fulfil lifetime ambition with an assault on the iconic event

By Paul Lawrence

British club competitor Dave Holland has confirmed plans to fulfil a long-held ambition by tackling next year's Monte Carlo Rally World Rally Championship counter in his Ford Fiesta R5.

Holland, who has been involved in the career of a number of young drivers including Elfyn Evans, says that tackling the famous French event will be a massive tick in his life boxes.

"I'm just a clubman having a bit of fun," he said. Holland finished just

outside the top 10 on the Manx Rally in May after gaining valuable seat time in the R5 car.

"I've done a few road rallies in a Ford Escort Mk2 and I do the Mull Rally. We bought the R5 to do the Monte Carlo and I planned to do it this year before Covid got in the way.

Now we're planning for next year. It's a massive learning curve and I was on the Isle of Man purely to get some experience in the car."

As a vice president of EV Cargo, his company's sponsorship of a range of young drivers has introduced him to the World Rally Championship.

WILLIAMS WANTS MORE IN 2022

James Williams has warned his rivals to "look out for the rest of the season" after a career-best result on the Jim Clark Rally that moved him into second in the British Rally Championship.

"We are over the moon with that one," said Williams of his second-place result. "The event was all about trying to drive within ourselves and keep it consistent but my heart was in my mouth in the last stage. We had lost all turbo boost in the one before,

so we had to wring the neck of the car and empty the tank to stay in the front of the guys chasing us. Terrifying, but I enjoyed having to fight and show our speed."

The top step of the podium is the only one that now eludes Williams: "We have only done a handful of events in this car and the more rallies we do, the faster we are going to get. So look out for the rest of the season, we have big ambitions."



Williams was thrilled with Jim Clark

TYRONE STAGES: COOKSTOWN MOTOR CLUB BY JASON CRAIG

JUNE 4

GREER NEARS NORTHERN IRISH RALLYING TITLE WITH TYRONE STAGES VICTORY

Jonathan Greer strengthened his grip on the Northern Ireland Rally Championship title with victory on Saturday's Tyrone Stages Rally as he made it three maximum scores from four starts this season.

In tropical conditions, the defending champion completed the closed-road event with 17 seconds in hand over runner-up and fellow Citroen C3 Rally2 driver Cathan McCourt. It was the perfect retort for Greer following his shock retirement on last month's Maiden City Stages, and means a top-six result is all that he requires

on July's Down Rally to ensure he retains his crown.

"We opened up a gap on the last couple of stages, so we just had to see it through," said Greer, who moved into the lead on stage two when Desi Henry retired his Ford Fiesta with mechanical issues. "The whole rally went perfectly. The car was fantastic and we had a great race with Cathan all day – it's great to have two Citroens first and second, so all in all, it has been a very good day," he added.

Consecutive second-place finishes for

McCourt came despite the Omagh driver using the entirety of the Tarmac event as a test session, with much of his focus spent fine-tuning the front differential on his French car. The gap to him and third-placed Peadar Hurson was 27s.

"We came here to learn and the set-up we started with is the one we know we are happy with," said McCourt. "These are the best two finishes I've had in my career, so I'm happy. I have no complaints."

Before the antepenultimate test, all bets

were off as to who would claim the final step on the podium as Hurson in his Ford Fiesta World Rally Car had Garry Jennings breathing down his neck. However, the place was assured when Jennings broke a propshaft following a heavy landing and had to retire.

Results
Organisers: Cookstown Motor Club. **When:** June 4. **Where:** Dungannon, Northern Ireland
Championships: NI Rally Championship
Starters: 95.
1 Jonathan Greer/Dai Roberts (Citroen C3 Rally2) 41m26.4s; 2 Cathan McCourt/Liam Moynihan (Citroen C3 Rally2) +17.1s; 3 Peadar Hurson/Damien

Connolly (Ford Fiesta WRC); 4 Daniel Barry/Lorcan Moore (Skoda Fabia R5); 5 Alan Carmichael/Arthur Kierans (Hyundai i20 R5); 6 Derek McGarrity/Graham Henderson (Volkswagen Polo GTI R5); 7 Jason Mitchell/Patrick McCrudden (Ford Fiesta Rally2); 8 Joseph McGonigle/Ciaran Geaney (Ford Fiesta Rally2); 9 Ryan Loughran/Gareth Doherty (Ford Escort Mk2); 10 Aaron McLaughlin/Darren Curran (Ford Fiesta R5). **Class winners:** Stanley Orr/Michael Gibson (Ford Escort RS1800); Seamus Goodfellow/Joel McFarland (Honda Civic); Philip White/Sam McMullan (Nissan Micra); Gareth Deazley/Ashley Boulton (Ford Fiesta RS200); Sam Adams/Michael Johnston (Ford Escort Mk2); William Carey/Jimmy Graham (Ford Escort Mk2); Loughran/Doherty; Paul McKenna/Mark McGeehan (Mitsubishi Lancer E6); Terry Donnelly/Gareth Donnelly (Skoda Fabia S2000); Greer/Roberts; Carmichael/Kierans.

WILDLIFE SMEATHARPE STAGES: BOS MOTOR CLUB BY IAN HARDEN

JUNE 5

SUBARU MAN FLEMING ENDS UP ON TOP AT SLIPPERY SMEATHARPE

Subaru Impreza driver Craig Fleming scored his second win in a row on Sunday's Smeatharpe Stages.

Fleming and Peter Elkins took the lead on SS3 and set a series of four fastest times in a row to win by 1m36 seconds from Chris White/Graham Capper (Ford Escort Mk2). Jack Thorne/Andrew Richards, also Escort mounted,

finished third, 18s in arrears.

Fleming held fourth overall behind White in the opening stages. Taking advantage of four-wheel-drive grip in the continuing slippery conditions, he sealed victory between stages three to six, going in total 1m30s faster than his Escort rival.

White drove strongly all day to take second spot. He battled early

on with Thorne and Chris Butcher/Jonathan Hawkins (Nissan Sunny F2) for the other podium places. Mechanical problems on SS4 and SS5 cost several seconds but he fought back and when Butcher dropped back with a burst hose, White outpaced Thorne in the closing miles to win Class C.

Third-placed Thorne drove a consistent rally, moving up from

seventh after SS1 to challenge for Class C. Never lower than fifth overall fastest in the closing three stages, he stayed ahead of Rob de St Paer/Steve Hobbs (Escort Mk2) whose Class D victory followed a trouble-free run, including going second fastest on SS1.

Sam Perring Will Frost (Mitsubishi Lancer E3) benefited

from handling set-up changes throughout the day, climbing to fourth overall after SS7. Running on slicks in a wet final stage, they held on to fifth spot and won Class E by 2s from Tom Jones/Andy Conibear (Subaru Impreza).

Results
Smeatharpe Stages
Organisers: Burnham on Sea Motor Club **When:** June 5 **Where:** Upottery airfield, Devon **Championships:** ACSMC,

ASWMC Starters: 60 **Stages:** nine.
1 Craig Fleming/Peter Elkins (Subaru Impreza) 49m29s; 2 Chris White/Graham Capper (Ford Escort Mk2) +1m36s; 3 Jack Thorne/Andrew Richards (Ford Escort Mk2); 4 Rob de St Paer/Steve Hobbs (Ford Escort Mk2); 5 Sam Perring/Will Frost (Mitsubishi Lancer E3); 6 Tom Jones/Andy Conibear (Subaru Impreza); 7 Mark Clayton/Nic Clayton (Toyota Starlet); 8 Chris Butcher/Jonathan Hawkins (Nissan Sunny F2); 9 Danielle Furzeland/Yvonne Furzeland (Subaru Impreza B13); 10 Darren Poole/Danielle Poole (Vauxhall Corsa). **Class winners:** Alex Roscoe/Stephen Roscoe (Nissan Micra); Poole/Poole; White/Capper; de St Paer/Hobbs; Perring/Frost.



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SPORTING SCENE NEWS

BRISCA F2 ROUND-UP



Lockwood won special race

Lockwood scoops the 60th trophy - at last

The first of this month's two big-money People's Trophy races, celebrating BriSCA Formula 2's 60th anniversary – albeit delayed by two years – raised a large entry at Devon's Smeatharpe Stadium and was won by Ben Lockwood.

Lockwood passed Jonathan Hadfield for the lead before half-distance and then broke free from a tremendous four-car scrap for second. Luke Wrench eventually prevailed in that, just holding off Dale Moon's last-bend attack, with Hadfield and Neil Hooper also involved. Charlie Fisher claimed a maiden main-event win in the following afternoon's wet session.

Friday's action in Cornwall brought a win for Paul Rice in the Benevolent Fund Trophy race, before Wrench triumphed in the meeting final. Fisher led but lost out to Ben Borthwick and Moon, then fought back in a terrific tussle also involving Thursday's Bristol winner Aaron Vaight. Borthwick was starting to edge clear before losing his margin to yellow flags. Vaight then hit him wide, delaying both cars and allowing Wrench through to win from Moon and Rice.

Staggered start times on Thursday allowed the Thackra brothers to compete at both Buxton and Skegness. Harley followed Jonathan Hadfield home in the Peak District before being beaten by elder brother Jordon in Lincolnshire.

Mark Paulson

Results

Organiser: Buxton Raceway **When:** June 2 **Where:** Buxton Raceway **Starters:** 15.
1 Jonathan Hadfield; 2 Harley Thackra; 3 Ben Lockwood; 4 Jamie Jones; 5 Jordon Thackra; 6 Tom Bennett; 7 Adam Rubery; 8 Colin Gregg; 9 Steve Smith; 10 Adie Whitehead.

Organiser: Skegness Raceway **When:** June 2 **Where:** Skegness Raceway **Starters:** 17.
1 Jordon Thackra; 2 Harley Thackra; 3 David Shearing; 4 Billy Webster; 5 Tom Bennett; 6 James Rigall; 7 Ayrton Mills; 8 Charley Tomblin; 9 Craig Driscoll; 10 Dale Seneschall Jr.

Organiser: Mendips Raceway **When:** June 2 **Where:** Mendips Raceway, Bristol **Starters:** 18.
1 Aaron Vaight; 2 Steven Gilbert; 3 Andrew Palmer; 4 Philip Mann; 5 Leah Sealy; 6 Harrison Bryant; 7 Tommy Farrell; 8 Paul Moss; 9 Rebecca Smith; 10 Josh Weare.

Organiser: Autospeed **When:** June 3 **Where:** United Downs Raceway, St Day **Starters:** 37.
1 Luke Wrench; 2 Dale Moon; 3 Paul Rice; 4 Ben Borthwick; 5 Charlie Lobb; 6 Steven Gilbert; 7 Charlie Fisher; 8 Ben Bate; 9 Andrew Palmer; 10 Paul Moss.

Organiser: Autospeed **When:** June 4 **Where:** Smeatharpe Stadium, Taunton **Starters:** 54.
1 Ben Lockwood; 2 Luke Wrench; 3 Dale Moon; 4 Jonathan Hadfield; 5 Neil Hooper; 6 Jamie Avery; 7 Aaron Vaight; 8 Rob Mitchell; 9 Ben Bate; 10 James Rygor.

Organiser: Autospeed **When:** June 5 **Where:** Smeatharpe Stadium **Starters:** 50.
1 Charlie Fisher; 2 Matt Stoneman; 3 Ben Bate; 4 Steven Gilbert; 5 James Rygor; 6 Ben Borthwick; 7 Luke Wrench; 8 Mark Gibbs; 9 Ben Lockwood; 10 Andrew Palmer.

Organiser: Crimond Raceway **When:** June 5 **Where:** Crimond Raceway **Starters:** 9.
1 Liam Rennie; 2 Robbie Dawson; 3 Colin Stewart; 4 Peter Watt; 5 John Hogg; 6 Ryan Farquhar; 7 Josh Walton; 8 Peter Davidson; 9 Ryan Shaw; no other finishers.

SIR JACKIE STEWART 'SCOTTISH GOODWOOD' EVENT SET FOR DEBUT

Title-winning Matra driven by Sir Jackie plus a Monaco Grand Prix-winning Red Bull lead new event's line-up next weekend

By Graham Keilloh

The 'Scottish Goodwood' Sir Jackie Stewart Classic takes place for the first time next weekend in the Scottish Borders with the three-time World champion in his title-winning Matra leading the attractions.

The event, which organisers hope will be annual, takes place at Thirlestane Castle on June 18-19 in aid of Sir Jackie's Race Against Dementia charity.

Sir Jackie each day will demonstrate the 1969 Matra MS-80 02 that took him towards his first Formula 1 title, while the Red Bull RB8 that Mark Webber won 2012's Monaco Grand Prix in will be paraded twice on each day.

There will also be a display of Sir Jackie's cars – including all three of his F1 title-winning machines – while inside the castle there is memorabilia from his career

including helmets, overalls and trophies.

The cars present will range from John Cleland's touring car to pre-war machines, and just under 50 will compete in a sprint on the castle's driveway.

The event builds on Thirlestane Castle's Borders Vintage Automobile Club classic car show, which continues for its 50th year on the event's Sunday. New attractions also include a more modern car show, a retail village and mini cinema.

Events manager Rory Bryant told Motorsport News: "Edward Maitland-Carew whose family has lived in Thirlestane Castle since it was built, became the chairman of the BVAC Classic, and he thought of how to make it bigger and better and thought who's the biggest name in Scottish motorsport and thought Sir Jackie. It was agreed to have an event in aid of Race Against Dementia."



Three-time champion will demonstrate his title-winning machines

Photos: Motorsport Images, Colin Casserley, Ant Jenkins



The venue provides backdrop

MEEKE ON THE GRID FOR UK NITRO RALLYCROSS AT LYDDEN HILL

Former World Rally Championship frontrunner Kris Meeke will compete in the opening round of the Nitro Rallycross Championship at Lydden Hill next week.

Having revealed to Motorsport News that he was tempted to switch codes to compete in rallycross alongside his rally testing and cross-country commitments, he has signed with British team Xite Energy Racing to replace Jensen Button.

The 2009 Formula 1 World champion

will miss three rounds of the Nitro RX season in the UK, Sweden and Saudi Arabia due to clashing commitments. Meeke will partner Oliver Bennett in the team's pair of all-electric FC1-X machines in the headline category.

"When Oli [Bennett] contacted me, I was really interested in every aspect: the team, the car and the championship," said Meeke. "When I tried the car, OK the conditions weren't perfect and it was very

wet, but you could immediately see the huge potential not only with the car, but with the whole series that Nitro Rallycross is creating. Rallycross is a category of motorsport that suits electrification perfectly: it's short, sharp racing with an incredible amount of power available instantaneously. If it's managed well, this can certainly be a bright future and it's really nice to be part of that with Oli and the Xite Energy Racing Team."

BRISCA F1: LOCHGELLY, FIFE BY COLIN CASSERLEY

JUNE 3

WEBSTER HOLDS OFF A LATE ATTACK FROM NEWSON

Shaun Webster has won in Scotland on many occasions, but that was in his Saloon Stock car days and at Cowdenbeath Racewall. On Friday, the Saloon Stock World champion chalked up his first BriSCA F1 final in Scotland, and his fifth F1 final since he moved to the formula in 2015.

Heat race winner Jake Harrhy took up the early running with Phoebe Wainman and Simon Traves in close pursuit. Further back, Webster began to close in on the race leaders.

A yellow flag for a multi-car tangle in Turn 3 bunched up the field and, on the restart, Webster made his move, barging past Wainman and Traves and then a lap later he took the lead from Harrhy.

Mat Newson moved into second and was a couple car lengths back as the leading duo entered the closing stages.

On the last bend Newson went for a hit on Webster but missed by a few millimetres. Traves held on for third, but Harrhy failed to finish, although he did make amends in the Grand National by winning his second race of the night.

Webster said: "I was quicker than Newson on Turns 3 and 4, but he was quicker than me on Turn 1 and Turn 2. But I thought I had a big enough lead to hold him off on the last bend."

A disappointed Newson added: "The restarts helped me. In my heat I caught and passed Webster and I thought I would in the final. But maybe that didn't help me, and I may have subconsciously not pushed as hard as I should have, but he drove a great race. I had to give it a go on the last bend, but I knew I was too far behind."



Webster avoided Newson's car

Results

Organiser: HRP Promotions, BriSCA F1 **When:** June 3 **Where:** Lochgelly Raceway, Scotland **Starters:** 29.
1 Shaun Webster; 2 Mat Newson; 3 Simon Traves; 4 Frankie Wainman Jr; 5 Lee Fairhurst; 6 Ashley England; 7 Paul Hines; 8 Phoebe Wainman; 9 John Fortune; 10 Charlie Sworder.

BRISCA F1: COWDENBEATH, FIFE BY COLIN CASSERLEY

JUNE 4

TRAVES WINS BIG ON SCOTTISH FORAY TO THE RACEWALL

Simon Traves had never raced a BriSCA F1 around the fearsome Cowdenbeath Racewall before last Saturday but that did not stop him winning heat and final and claiming the Scottish Championship.

Dan Hughes took the lead from the drop of the green with Phoebe Wainman and Catherine Harris breaking away from the pack to close in on the leader. Wainman clouted the Turn 3 wall and slipped out of the race. At the

same time, Traves moved into second and a few laps later he made his race-winning move on Hughes.

As the race approached half distance Harris made her move for second the lead passing Hughes, getting on the inside of her rival in Turn 1. However, she then tangled with a backmarker, puncturing her right-rear tyre.

That promoted Michael Scriven to second place and Lee Fairhurst to third spot. The positions remained static

for the remainder of the race.

Traves said: "I had a good start and that helped me, after that I just kept it on the wide line, I like the track, you have to keep in right up against the wall and that makes it more interesting."

"I couldn't catch Traves, the harder I tried the more I got loose and got close to the wall. Sometimes you have to settle for second and hope something happens to his car, but that didn't happen," said Scriven.



Traves won after a strong start

Results

Organiser: YorStox, BriSCA F1 **When:** June 4 **Where:** Cowdenbeath Racewall, Scotland **Starters:** 28.
1 Simon Traves; 2 Michael Scriven; 3 Lee Fairhurst; 4 Frankie Wainman Jr; 5 Paul Hines; 6 Craig Finnikin; 7 Jake Harrhy; 8 Frankie Wainman Junior Jr; 9 Dan Hughes. No other finishers.

HISTORICS

DOWN THE PUB

RON MAYDON

Founder of Masters Historic Racing
Age: 71 Lives: Salcombe, Devon



Maydon: race organiser

He's arranged a GT4 grid for Classic Silverstone

"We tried the Masters Endurance Legends cars, and I've been pleasantly surprised. Then Nick Wigley from Classic, Silverstone phoned me up and said: 'We want a different grid, something totally different. Something that's not like anything we've had before.' Every year, they try and do something and we had the Mini race and so on."

It was his idea

"I'd been to a few test days at Donington and noticed a whole load of GT4 cars. So I said to Nick, why don't we try something very late, very new, very modern, but a totally different audience to what we normally have? And he said: 'Great idea. Can you do it?' So we thought about it and started making enquiries and it turns out that the Stephane Ratel Organisation owns the title GT4. I sent him an email asking if we could use the name for a one-off event? And he said: 'Yes, but can I be involved in it?' So that's how it happened."

It could lead to more GT4 races

"So the races at the Classic are for any GT4 cars up to current and for older cars as well. So let's see how it goes. In MEL we only allow the earlier cars, the ones that are no longer current, even though we get requests from the later cars. I'm open-eyed and optimistic. If there's an opportunity there, I'd like to look."

Brexit is still hurting historic grids

"We talk to people constantly, and they just don't want the aggravation of going abroad and it's not coming the other way either. It's not the big teams, but it is the guy with the van and trailer who just thinks it's too much trouble. And they are so important to us. They are a major part so it's something we've got to try and think about and I don't know the answer."

He's racing an LMP3 car

"If I had a crystal ball, I would have invested in Bitcoin and not cars. So if you want wisdom, I'm not a person with a good track record. But talk to me about passion, and I can tell you all about it. I'm racing a Ginetta LMP3 car, sharing it with Craig Davies, and we're having a real lot of fun."

PACKED R.A.C. SCHEDULE BEING PLANNED FOR THE EVENT'S RETURN IN 2023

Early date confirmation to allow crews to plot for five-day marathon rally epic

Photos: Paul and Ben Lawrence

By Paul Lawrence

Five full days of forest rallying will be the key feature of the next edition of the Roger Albert Clark Rally, which will run from Thursday to Monday, November 23-27 2023.

Rally manager Colin Heppenstall has announced that the 2023 event will cover a full five days of competition, with stages planned in England, Scotland and Wales for what will be the 20th anniversary edition of the longest and toughest special stage rally in the UK.

The route detail and direction of the event including the start and finish venues and overnight halts will be decided over the next few months. Heppenstall is currently evaluating all available route options, including which forest complexes can be used on which day.

Heppenstall said: "We're planning to make this a full five days of rallying, so for the first

time Thursday will be a full day with plenty of stage miles. I'm currently considering a range of route options and we'll confirm more details later this year." Previously, the event has usually opened with a short loop of stages on the first evening, but next year it will go straight into a full day of action.

Heppenstall is already being asked by UK and European crews about the date, route and the entry process: "By confirming the date at this early stage, we're giving everyone plenty of time for planning."

"Clearly, there is a demand for this event and lots of interest in the 20th anniversary edition of the Roger Albert Clark Rally. I already have a number of European crews eager to place entries."

Stage mileage is yet to be confirmed but Heppenstall is aiming for at least 300 miles of UK forest stages. As before, the event will be open to historic rally cars and all two-wheel-drive cars.



Planning is already underway for the R.A.C.'s return



Gerry Marshall will be remembered with a new race category

MARSHALL REMEMBERED WITH PRE-'83 TOURING CAR CONTEST

The Historic Racing Drivers Club will celebrate the life of Gerry Marshall in its new race series for Pre '83 Group 1 touring cars.

A pilot race will be held at Snetterton on June 19 for the Group 1 and 'Group one and a half' cars that raced in the British Saloon Car Championship in period. It is planned that in 2023 the HRDC Gerry Marshall Trophy will form a series of races. Marshall's son Gregor is

supporting the series and will race his own Vauxhall Firenza, a car he bought in 2006 and had converted to Group 1 specification.

A race for these cars has been run under the Gerry Marshall title at Goodwood since the start of the Members' Meeting in 2014.

Julius Thurgood of the HRDC said: "The aim is to bring this era of touring cars to historic racing in a regular series format."

Fund for Primett after transporter theft

Fellow competitors have set up a support fund for club racer Stephen Primett who was robbed in the Oulton Park paddock on May 28.

Primett races a Ford Escort Mk1 with the Classic Touring Car Racing Club and had his VW Caddy tow van stolen in front of him. Primett suffered a face injury when trying to stop the thieves but the van was then driven at speed out of the circuit.

In the van was a large stock of Escort Mk1 parts, which Primett had accumulated over 20 years. He also lost his wallet and phone in the robbery.

A 'Go Fund Me' page set up by racer Michael Sheraton raised £5000 in its first 24 hours.

EASTICK AND JONES EXPECT BIG RESULTS AT THRUXTON

Ben Eastick and Karl Jones say that the chance to race Eastick's Jaguar D-type at Thruxton this weekend is a highlight of the season.

Eastick and former British Touring Car Championship racer Jones will race the D-type during the Woodcote Trophy race at the Thruxton Classic, which features 12 races over this weekend.

"Thruxton in a D-type is mega," said Eastick. "Thruxton flows and it suits the D-type, especially through



Eastick and Jones will handle the Jaguar D-type

Church. That's one hell of a corner in the D-type."

Jones, who has been racing at the Hampshire track since 1981, said: "I'm just very privileged to

get to drive such a wonderful car. Thruxton really suits it and you're constantly working the wheel and there is nothing better."

IN BRIEF

Dubai star line-up

Over 100 classic and historic race cars are due take part in the second Gulf Historic Dubai Grand Prix Revival on November 25-27. Races at the Dubai circuit will take in cars from 1970 to 2010 and early confirmed entries include the ex-Mauro Baldi/Jonathan Palmer Porsche 962 Group C car and an ex-Jean-Pierre Jarier 1974 Shadow DN3 F1 car.

Toivonen's Eifel fun

Harri Toivonen and his original co-driver from the 1980s, Cedric Wrede, will take part in the Eifel Rallye Festival in Germany on July 21-23. They will tackle the demonstration event in a Lancia Delta S4 and will be accompanied by two TV crews, each of which will shoot a film about Harri and his brother Henri, who was killed in an accident in an S4 in Corsica in 1986.

Surtees for Shelsley

The prototype Surtees TS15 Formula 2 car from late 1972 will be demonstrated during the Shelsley Walsh Classic Nostalgia weekend (July 16-17). Chassis TS15/01 was shipped to South America when new for the Torneo series and won at Interlagos with Carlos Pace. At Shelsley it will be driven by Ian Skinner, who was a mechanic for John Surtees for more than 35 years.

HRDC at Lydden Hill

The HRDC will again promote its 'Historics on the Hill' race meeting at Lydden Hill on Sunday July 3. The quick-fire format will include free practice, qualifying and two 15-minute races for each of three categories. The race line-up is the Jack Sears Trophy for Pre '66 Touring Cars, Classic Alfas and the Allstars for Pre '66 sports, GT and Touring Cars.

Ulster celebrates

The Ulster Automobile Club recently marked the 100th anniversary of the Northern Ireland Road Races Act with a special celebratory event. The legislation allows two- and four-wheel competitions on closed public roads in the province. Cars and motorbikes were at the heart of the get together, representing every decade since the 1920s including the Mini that Paddy Hopkirk campaigned in the 1960s.

Neuville's home run

World Rally Championship contender Thierry Neuville is another star confirmed for the Eifel Rallye Festival in July. The Belgian will thrill fans at the wheel of a Peugeot 306 Maxi. Other stars from rallying history will include Kenyan Mike Kirkland who will drive the Nissan 240RS with which he contested the 1983 Safari Rally as a works driver.



Kirkland will drive 240RS

THANK YOU FROM

BARRY MORRIS

RUNNER-UP IN THE 2021-22 MSN CIRCUIT RALLY CHAMPIONSHIP



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REVIEW

ROSKELL HOLDS ON FOR HIS FIRST MAJOR RALLY CROWN WITH MN CIRCUIT GLORY

Dan Mason looks back on a single-venue title battle that went right down to the wire

One solitary point. That was all that decided the 2021-22 Motorsport News Circuit Rally Championship after seven intense rallies with Neil Roskell clinching his first major title.

After a season threatened by Covid during the height of the global pandemic, the championship got back to a sense of normality in November when the Neil Howard Stages came around. What followed was an intriguing battle behind a runaway winner and one that kicked a new fight for overall title supremacy into life.

While GT racer Frank Bird romped to victory at Oulton Park, it was Roskell who played an early card and showed that he could now become a major player in the championship as he took the runner-up spot in his new Ford Fiesta R5, ahead of returning champion, Barry Morris.

It was a result that surprised Roskell himself, but the pace shown was no fluke. "I'm not going to tempt fate for Cadwell [round two]," were his words, but it was clear, the pair would be in the running to be serious title contenders.

What followed was a highly emotional second rally in Lincolnshire. Roskell traded blows with Morris, who had committed himself to a full season return with his Darrian GT-R+ after a year away. Fuelled on by his family and competitors after a personal tragedy in the run-up to the event of losing his son, Roskell's first win came at Cadwell, beating Morris by 41 seconds to assert himself as the form man.

Morris rallied back during the season and finished the stronger of the two, but it would more than often be a battle on a knife edge – matching times on several occasions.

In terms of wins across the season, both would be trailing to the flying Bird who won each of the three rallies that he and co-driver Jack Morton contested in blistering fashion (Oulton Park, Donington and Brands Hatch), but it would be Roskell that often ran him closest with a string of consistent podium finishes throughout the season.

In fact, only once would Roskell fail to finish inside the top three. Luck on-track appeared at times to favour him after a brace of dramas in quick succession set Morris back somewhat at Brands Hatch (mechanical problems) and Snetterton (master switch). Yet Roskell's Donington retirement dramatically brought his rival Morris right back into the hunt after he brought the Darrian back up into the top 10 at Snetterton.

Dropped scores meant that it came down to a Cadwell Park shootout, with



Roskell held his nerve in a tense final encounter



Mechanical woes ruined Irishman Barry Morris's MN crown attack

Roskell holding the advantage and needing only a sixth podium finish from seven to claim the title.

What followed was an intense rally, littered with mind games except for the calmest of them all, Morris, who grabbed the win to leave his rival waiting. Despite having to "go for a walk to calm down" mid-rally, Roskell held his nerve and brought the Fiesta home in a crucial third place to seal the title by the narrowest of margins – just one point.

"Honestly, I can't thank everybody enough," he said. "I didn't realise just how close it was on points but, at the end of the day, we've managed to wrap the championship up which feels amazing. I never imagined it one bit, and it's all dedication to my [son Nathan]."

With an R5 Fiesta already lined up for next season, Morris was a gracious runner-up, adding "well done to Neil because he deserved it, and it's been a great battle between us. I've enjoyed it and he's a good fella."

Behind the fight for supremacy, a familiar name to the series was making his upgrade to Fiesta R5 machinery count. John Griffiths traded his Subaru for the Blue Oval and became a consistent

threat after a Brands Hatch podium that kicked him into the fray. He grabbed further podiums at Snetterton, Donington and Cadwell.

He very nearly usurped Morris in the final rally of the season but missing the opening three events denied him the shot at spoiling the party up front as he grew and grew in confidence behind the wheel.

While Roskell and Morris only grabbed one win apiece, it was Bird and another part-time spoiler that shared the remaining spoils of the seven rallies that were contested. Trading an older Ford Escort Mk2 for an R5 Fiesta, David Henderson lay down a marker by comfortably winning the pair of rallies at Snetterton and Donington that he entered, transferring his road-rally speed onto the circuits.

Paul Murro almost found a podium on a much-improved season in his Fiesta, while household rallycross name Andy Scott often flirted with the frontrunners on a competitive season as an invitational entry. Ollie O'Donovan and Ashleigh Morris teamed up in a Hyundai R5, and challenged the podium on several occasions ahead of a potential full-season assault in the next campaign.

Photos: SMJ Photographic

MN'S TOP FIVE DRIVERS

Neil Roskell

Entering as a firm underdog, Neil Roskell and co-driver Andrew Roughhead came in with a mixture of an optimistic mindset, newfound experience under their belts and a rally-winning car in the Ford Fiesta to make it happen. Driven on by his family, superb (and brave) consistency was key to getting the job done.

John Griffiths

Could he have challenged for the overall title with a full season? Quite possibly. The switch to a Ford Fiesta R5 chassis took time to perfect, but after three consecutive podiums it looked to be clicking when Cadwell came back around, challenging Morris for the win and taking fastest stage times.

Barry Morris

After a year out, Morris would argue that he was a bit rusty in the early going. A podium suggested more to come, and without the double drama at Brands Hatch and Snetterton the final outcome could have been very different. One to watch on switch to an R5 machine next season.

Josh Payton

The giant-killer. Absolutely spectacular, but missing Brands effectively ended his push for third in the overall title. The Ford Escort Mk2 was only ever driven flat out, and at times turned heads with how high up the general classification Payton was getting it against faster machinery.

Martin Hodgson

Like Josh Payton, he dragged an elderly Ford Escort Mk2 up into positions it had no right being in. His style was much more methodical however, and at times it almost felt like a perfect season as he grew in confidence. Consistency was key, taking third overall in the title chase.

STANDINGS			
MN Circuit Rally Championship (after 7/7 rounds)			
P	DRIVER	CAR	PTS
1	Neil Roskell	Ford Fiesta R5	339
2	Barry Morris	Darrian T90 GTR	338
3	Martin Hodgson	Ford Escort Mk2	309
4	Josh Payton	Ford Escort Mk2	289
5	Phil House	Ford Escort Mk2	271
6	Alex Cannon	Ford Fiesta R2	269
7	Paul Murro	Ford Fiesta R5	264
8	Tony Robinson	Skoda Fabia R5	242
9	Ben Wilkinson	Peugeot 106 Maxi	233
10	Paul Gorge	Mazda MX-5	224



Frank Bird won the three events that he entered in his Ford Fiesta R5



Josh Payton turned heads all year

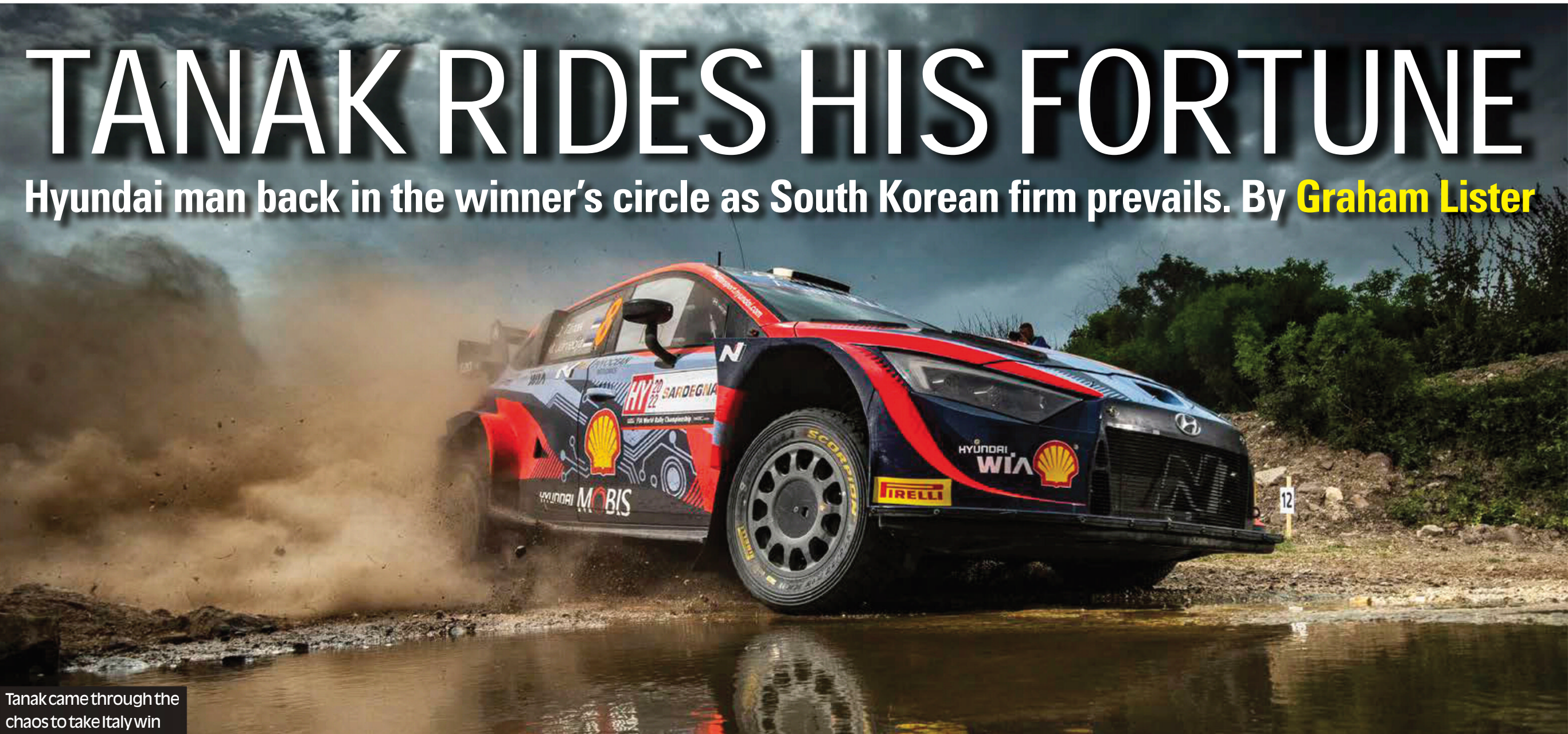


Henderson was a double victor

"I didn't realise just how close it was"

Neil Roskell

WRC REPORT: RALLY ITALY



Tanak came through the chaos to take Italy win



It is Hyundai's first Rally1 victory

RESULTS			
World Rally Championship round 5/13			
Event: Rally Italy-Sardegna Where: Olbia When: June 2-5			
POS	DRIVER/CO-DRIVER	CAR	TIME
1	Ott Tanak/Martin Jarveoja	Hyundai i20 N Rally1	3hrs10m 59.1s
2	Craig Breen/Paul Nagle	Ford Puma Rally1	+1m03.2s
3	Dani Sordo/Candido Carrera	Hyundai i20 Rally1	+1m33.0s
4	Pierre-Louis Loubet/Vincent Landais	Ford Puma Rally1	+2m09.4s
5	Kalle Rovanpera/Jonne Halttunen	Toyota Yaris GR Rally1	+3m02.8s
6	Takamoto Katsuta/Aaron Johnston	Toyota Yaris GR Rally1	+4m02.8s
7	Gus Greensmith/Jonas Andersson	Ford Puma Rally1	+5m23.6s
8	Nikolay Gryazin/Konstantin Aleksandrov	Skoda Fabia Rally2	+7m37.7s
9	Jan Solans/Rodrigo Sanjuan	Citroen C3 Rally2	+8m05.7s
10	Jari Huttunen/Mikko Lukka	Ford Fiesta Rally2	+8m10.8s

WRC2: Gryazin/Aleksandrov **WRC3:** Jan Cerny/Tomas Streska (Ford Fiesta Rally3) **Championship positions:** 1 Rovanpera 120; 2 Neuville 65; 3 Tanak 62; 4 Breen 52; 5 Katsuta 47; 6 Evans 39; 7 Sordo 34; 8 Sebastien Loeb 27 etc.



Evans' title chances for 2022 look over after losing all his coolant

Luck is a fickle thing. Ott Tanak was lucky to take Hyundai's first win of the Rally1 era when the World Rally Championship made its annual trip to Sardinia. But that very same luck also helped Toyota's points leader, Kalle Rovanpera, to pull further ahead on an off weekend.

The rough and rustic Sardinian stages offer many notable threats to a driver's hopes, one of the most obvious of which is heat. With temperatures in the cockpit already significantly elevated by the paraphernalia of hybrid units and batteries (and anything up to 40 degrees ambient anticipated), several drivers had been lobbying for aircon to be installed.

The teams were unwilling to sacrifice 4-5 horsepower, but there was an outbreak of reflective material, of which the gold roofs of the Hyundais were by far the jazziest.

The first stage was a Tarmac spectator special on Thursday evening in the host city of Olbia, in which Hyundai's Thierry Neuville did his usual party trick of blitzing in gravel trim.

Friday morning was when the real action began and, just 10 days after the lottery

that was Rally Portugal, the potential for punctured Pirellis was of paramount concern to the crews as they squared up to the equally rough and rustic Sardinian stages before the start.

"For sure, the conditions are rough," said points-leader Rovanpera from first on the road. "I am a bit afraid that I am too careful now because I am trying to avoid punctures and things."

Yet while Rovanpera was forced to sweep the road, his time loss was minimised by the wall of hanging dust that the drivers behind him were confronting.

In Portugal the cars had set off at four-minute intervals but in Sardinia it was three and the drivers were livid.

"It was known before and we mentioned it to the FIA, to the organisers, before the rally we had already dust in the recce with three-four minute gaps sometimes and nobody wants to listen," said Neuville.

"Obviously live TV, itinerary, everything it's too tight and every year the same because at the end for the drivers it's really, really dangerous."

Outbursts from the Belgian are hardly a novelty but alarm bells must have rung when even Toyota's self-effacing Takamoto Katsuta arrived through the murk with a face like dusty thunder.

"I don't know why always three minutes

[spacing] like this and why don't we have four minutes like Portugal... it's quite dangerous to be honest," he said.

On the plus side for the put-upon crews, the combination of cloud cover and dust was helping to keep temperatures tolerable in the cars. Fortune meanwhile favoured the brave and with better road conditions and absolute faith in their notes it was the tailenders in the road order who began to surge through to the top of the order.

Elfyn Evans led in his Toyota after SS2, but he was out on the next stage after landing badly off a jump and losing all his coolant. With no way to fix the internal combustion engine, the British star's last hopes of rekindling a title bid this season also faded to dust as he retired.

This passed the baton to Tanak, who had just vaulted past Toyota's SS3 leader Esapekka Lappi to snatch the lead on stage four.

On the next stage, disaster struck for Neuville, when a driveshaft failure left him with only two-wheel drive for the final stage before service, costing two minutes. Having given his team a royal dressing-down for its shortcomings in Portugal, the Belgian's exasperation was tangible.

"The six [or] seven first cars are within a

few seconds so it's game over for us this weekend," he said.

After service, Neuville threw caution to the wind, taking just one spare wheel to save weight and bodily hurling the Hyundai around. It was spectacular stuff and seemed to be paying off over the first two stages of the loop, but then the chance to claw back more time was denied when the final two stages of the day were cancelled due to an incident on the first pass through Osilo-Tergu not being sufficiently resolved.

This was the moment of deliverance for Tanak, however, whose own Hyundai had also blown a driveshaft for no apparent reason. Unlike Neuville, however, the Estonian only had to trundle gently back to service, rather than tackle any timed stages.

Having been only minorly inconvenienced, Tanak sat just 0.9 seconds behind overnight leader Lappi.

Then on the first stage of Saturday morning, Lappi, lacking seat time in the car that he shares with Sebastien Ogier, and determined to perform a starring role, bounced out of the rally minus his left-rear corner. Tanak's position began to look stronger by the minute.

Neuville had meanwhile continued to throw everything at his bid to salvage a

few points. It was invigorating to watch and no doubt helped his frustration levels, but predictably ended rather violently on the third stage of the day.

With all the other major players gone, this left Tanak half a minute clear of M-Sport team leader Craig Breen who, in turn, was pulling clear of Dani Sordo in the third Hyundai. Breen celebrated by claiming his second stage win of the season and Sordo settled in for the long haul, aiming to maximise Hyundai's gains from the event and keeping clear of Pierre-Louis Loubet in fourth.

Loubet has been the quiet revelation of



Lappi led and lost after an off



Breen got his second stage win of the year for M-Sport on the way to a second-place finish in Italy



Neuville went for abandon after a driveshaft delay, but rolled. He got all the Powerstage points though

the year since switching to M-Sport. He hasn't done anything to suggest that he is yet ready to trouble the podium on pure pace alone, but he has once again underlined the importance of having a team like M-Sport around you at a critical moment in your career.

Another Frenchman at a critical moment in his career at M-Sport is Adrien Fourmaux, who crashed out of the first three rounds of the season and came home a subdued ninth in Portugal.

This was an improvement as far as the team saw things and they asked for more of the same in Sardinia, although what

they got was another repair bill. Something has gone awry with the raw talent that emerged in 2021. Hopefully M-Sport can help him fix it.

Everything about Loubet's demeanour, meanwhile, tells you how nice it is to feel valued. Which is all that anyone can ask in life.

Meanwhile, as the rest of the rally played out, Roanperera rolled onwards in fifth place, frustrated by his lack of pace while also watching his lead in the championship standings grow larger.

The Finn survived one or two moments in the early stages, when he perhaps

entertained some ambition to try and get up in the podium battle. Then as his nearest contenders hit trouble, Roanperera could contentedly sat back to cruise home until taking a run at the bonus points for the Powerstage.

Having that much patience is no less a challenge for an aspiring champion as having the pure speed to win. In just a couple of weeks Roanperera will have to grit his teeth and hold it all together in Kenya, but then come the back-to-back gravel grands prix of Estonia and Finland where the young tiger will be keen to lead from the front once again.

Yet for all that, the fact that Neuville had to content himself with winning the maximum Powerstage points meant that everyone else slipped backwards even on an off weekend for the championship leader.

There were celebrations for Tanak's 15th career win, the first of the Rally 1 era for Hyundai, but that only pulled the Estonian's tally for the year up to 62 points, good enough for third in the drivers' championship... but still basically half of Roanperera's score.

"I'm definitely very happy, especially for all of the mechanics," Tanak said diplomatically. "We just need to keep working; there is plenty to do."



Loubet is blossoming at M-Sport and got a fine fourth place in Italy

Photos: Red Bull Content Pool, mcklein-imagedatabase.com

GRYAZIN WIN AS BRITISH HOPE INGRAM STARS IN WRC2

Britain's Chris Ingram extended his lead in the junior category of WRC2 and came within an ace of his second podium in a fierce battle behind eventual winner Nikolay Gryazin.

The Russian charger found himself outpaced by defending WRC2 champion Andreas Mikkelsen's similar Skoda Fabia over the opening stages, with Mikkelsen eager to get back to winning ways after retiring from Rally Portugal with a blown engine.

The popular Norwegian was to suffer still more disappointment in Sardinia, however, when his engine went terminal once again.

The saving grace for Mikkelsen was that points leader Johan Rossel crashed out on SS7 and Hyundai's WRC refugee Teemu Suninen also broke his suspension, handing Gryazin a sizeable advantage over Spaniard Jan Solens' Citroen C3.

Ingram had meanwhile been running strongly, setting the fastest time of all the WRC2 runners on SS2, although his ultimate position was badly affected by

punctured Pirellis.

A pair of punctures also plagued the M-Sport Fiesta of Jari Huttunen but the Finn's rise back up through the field soon became inexorable. Ingram gave it his best shot on the final day to wrest back third, but was content to seal another Junior drivers' win as veteran Freddy Loix wrapped up another Masters' win in 10th place.

The end result leaves Rossel at the head of the points table, with 11 points in hand over Gryazin who is just one point clear of Mikkelsen. Ingram is fourth overall, a further seven points behind, but holds a six-point lead in the Junior standings.

"I'm very satisfied because it's been such a difficult rally and [Saturday] was brutal," the Mancunian said.

"To get another podium and still be leading the junior championship: that's our target for this year. It's been a great weekend – not perfect, but we've got four good scores now and we can push for the title in the next three rounds."



Gryazin got the WRC2 win in Italy as his rivals fell away

CERNY'S GRAVEL DASH FOR WIN

A thinned-out WRC3 field mustered only four starters in Sardinia, with the veteran Czech driver Jan Cerny standing as pre-event favourite among the fleet of M-Sport built Fiesta Rally3 machines.

Former WRC Academy driver Cerny was runner-up on his last WRC3 start in Monte Carlo, and although this was his first gravel event for a decade he still had an edge over all but Paraguayan youngster Diego Dominguez in the form book.

Cerny started off in style by winning the opening superspecial on Thursday night, but then found life more complicated as Dominguez seized the initiative on Friday morning.

Undeterred, the Czech hoisted himself back to the top of the order by the end of the morning loop and, following delays that were magnified as they moved further down the order, no WRC3 cars started the afternoon loop.

Cerny stayed in front for most of Saturday but an electrical fault on the penultimate day cost him three minutes, handing the advantage back to Dominguez. Try as he might, there seemed little hope for the Czech until Dominguez's car failed to leave the service park on Sunday morning and Cerny was left to take an unchallenged win.

"We just tried to drive without mistakes and take care of the tyres," he said.

FEATURE

Photos: Jakob Ebrey



One day a vicar, the next a racer: Butler has an unusual combination



Butler is competing in Le Mans Cup from July

MEET SIMON BUTLER: THE RACING REVEREND

Not unusually Le Mans Cup racer Butler wants to compete at the Le Mans 24 Hours next year; more unusually he also is a vicar. He tells **Graham Keilloh** his story

Simon Butler is about to start a half-season racing an LMP3 car in Le Mans Cup, which he hopes will lead to competing in next year's Le Mans 24 Hours. But what makes Butler's tale more unusual is that he is also a vicar, responsible for 12 parishes in Hampshire.

And the man himself knows his is a rare tale. "There was one guy back in the 1960s, Rupert Jones, he was an ordained vicar and was a works BMC rally driver, and he wrote an interesting book 'Memoirs of a Motor Sporting Clergyman'," Butler tells Motorsport News.

"I think there was [also] an army chaplain, I can't remember his name, who raced an MGB for a while, I don't know whether he still is. But other than that I think we're a fairly rare breed."

So how did Butler get to his vicar-racer combination? Well it started typically: as a youthful racing enthusiast who developed a natural desire to do it himself.

"Eventually I convinced my father to let me to do a go-karting session, a proper test session, as a reward for doing well at school," Butler recalls, "and from lap one realised that was my happy place. I ended up driving for a manufacturer team in karting a few times."

From there though Butler's story reached another typical plot point: finding costs prohibitive. "So [I] did some odds and ends in single-seaters," he continues. "And alongside by that point I was in my early 20s and I had started training to be a vicar, so for a few years racing got put to one side, until I decided I would just buy myself a Formula Ford and run it in house."

Yet it was via his vicar role that his racing

got a crucial reboot. "One of my parishioners in a parish I had back in 2010 was a real fan of historic cars and had quite a sizable collection," Butler notes. "I was chatting to him over a couple of pints and he posed the question 'if I bought a C-type Jaguar would you race it for me?' To which I said yes after about three seconds' thought..."

"That began about 10 seasons of historic racing which we started with a C-type, then had a lightweight E-type and I've now got a Series 1 Elan and a historic Formula Ford. It's just been fantastic."

"But for a while now [I'd] been thinking I'd really like to have one proper shot doing fairly high-level contemporary stuff and settled on the Michelin Le Mans Cup."

This came about as Butler's historic team-mate, and close friend, is Martin Rich, an established LMP3 racer who has competed at Le Mans twice.

Rich started this Le Mans Cup season with the RLR MSport team, bagging third place in Paul Ricard's season opener, and from Monza early next month Butler takes over for the year's remainder. "Then the ultimate goal is to use that as a springboard and some preparation to aim for a place on the grid of the 24 hours of Le Mans next year," Butler concludes.

Butler and Rich hope to do Le Mans



Butler has a decade in historics

together. Their entry type depends on the support they attract, but the ideal is to race in LMP2.

Yet of course there's an obvious question among all this. How does this vicar get Sundays off to go racing? "I have a very understanding wife who lets me use some of my annual leave to go motor racing," Butler explains.

"The Le Mans Cup and the 24-hours projects is actually part of a sabbatical, every seven years or so clergy are given three months off so I've taken my sabbatical this year and next as a week at a time to allow me to go racing, and the bishop has been very supportive."

"Luckily I've got a really good team of clergy so we can cover things off between us. Although Le Mans next year might be a challenge because I think all the local clergy are planning on coming to Le Mans so there might not be any church services that week!"

Butler's parishioners are similarly enthusiastic about his 'odd couple' racing adventures. "The majority of my parishioners really enjoy the fact that I have this slightly quirky thing that I do," Butler says, "and certainly I've got a lot of parishioners who are really into their cars and several of them have collections and a lot of them are really into racing so it's just a really good connection point."

"They love that I have this quirky thing I do"

Simon Butler

"I quite often host people [parishioners] at race events [when I'm racing] and certainly around the Le Mans programme there's a huge interest, we will probably have a very large group of people coming over to Le Mans. I like being able to open that [racing world] up for people."

What about the other direction: how the racing crowd responds to a vicar? "I'm known as the Racing Reverend so the majority of people, certainly in the historic world, know what I do for my day job and that provokes interesting conversations and a fair bit of gentle mocking," Butler says.

"As a vicar you live on the job really, and the really nice thing with the racing is it's a complete switch off from parish and I'm so focused and concentrated on the racing."

The link helps in another way too. "Because the vicar-racing thing is relatively unusual I've for the first time in as long as I can remember been able to bring in a bit of budget from various sponsors," Butler notes.

"There are thousands of drivers out there looking for the sponsor dollar. I suppose what the Racing Reverend thing does is it gives it a bit of differentiation and it tells a slightly different story and so it's enabled me to build a much broader base of exposure."

"I feel incredibly fortunate to have done the racing that I've done and incredibly fortunate to have the opportunity around the Le Mans Cup and the 24 hours; I take every season as an additional gift so if I stopped at the end of next year and didn't ever do any more that will be fine. But I would ideally like to carry on with the prototype racing and really establish myself in that."

● Butler is looking for backers to support his Le Mans dream so if you want to get in touch, or just follow his adventure, his Twitter account is @racing_reverend. ■

The magic of Le Mans

It seems an obvious question, but it's worth asking. What about Le Mans attracted Simon Butler?

"One of my earliest memories was watching Le Mans on TV and always being fascinated by the particular challenge of long-distance endurance racing," he says. "I've done the Le Mans Classic quite a few times and I have wonderful memories of being in the C-type at about 0300hrs blasting down the Mulsanne Straight, feeling like a proper racing driver."

"So I'm really really intrigued to do it in something very fast and very modern as part of a world-class grid of drivers."

He tests the LMP3 for the first time this month. "It's a totally different way of driving [compared to historics]," he says, "it's much more of a precision exercise. I'm not worried about it, I've tended to adapt to cars pretty quickly."

And what are his aims on track? "In everything that Martin [Rich, co-driver] and I have raced together we've always been within a couple of tenths of each other so the aim for this season is to be on a similar pace to Martin, which puts us in the top-five bronze drivers. There's some really really good bronze drivers in the Le Mans Cup and it will take quite a lot of focus and effort but in theory I would hope to be able to do it."

RALLY REPORTS

Photos: Sol Rally Barbados

RALLY BARBADOS BY LUKE BARRY

JUNE 4-5



The palm trees make an unusual rallying backdrop



Locals love the sideways action

THE BARBADOS EVENT THAT CAN DRAW THE BRITISH TALENT

The Brits head for the heat in June for a rally festival and **Luke Barry** finds out why

Walking around Bushy Park race circuit on the south-west of Barbados last weekend, you'd have been quite forgiven for mistaking it for a round of the BTRDA Rally Series.

OK, neither Ludlow, Builth Wells or Jedburgh can boast palm trees and 30 degrees Celsius, but the list of entrants was remarkably similar.

The question is: why do so many Brits travel 4000 miles to Rally Barbados each and every year? "It's a holiday in a rally, you don't normally get that," explained Tom Preston who flew his family and shipped his Ford Fiesta Rally2 over for the occasion. "A lot of the family don't usually go to Wales or somewhere where it's pissing it down but here it's lovely.

"And at the same time one of the big things is the spectators are all absolutely mad for it. You can tell in the week before the rally and everything they're massively into it, so that's a lot of it as well. It's good, and you can see by the times it's very close. You can find seven

seconds and be four or five places up. They're very short stages but you've got to be on it to try and get a good result. With the kids, family commitments and holidays you're just looking for a bit of fun more than anything so it's good to do it somewhere competitive where it's also fun."

It certainly is a very different experience to what UK competitors find back home. As Preston mentioned, the stages are all quite short and sharp due to the nature of the 106 square-mile island, but that means the competition is super intense. You can't afford to give up a single tenth, let alone any seconds. Servicing is far more relaxed too. There's no parc ferme and management service is allowed too, so it's a nice throwback to years gone by.

"This is my fifth time here. I told myself I wouldn't come back next year but if I can afford it I'll be back," laughed Stuart Deeley, explaining the drug-like appeal of the rally. His car is awesome too by the way, an ex-Toyota Team Europe

Celica GT4 in full Marc Duez Fina colours.

"You're made to feel part of the island, not just a tourist. It's a two-week experience with King of the Hill the weekend before, so if there's a problem with the car you can fix it and everyone wants to help you. We had someone practically beg to help us fix something and I kept trying to offer him money for it but he keeps evading me! And the crowds here... every driver's a show-off in one form or another. Plus that old cliché is true: if you think you're a good driver in the UK, come over here and prove it."

Frank Bird is one such driver, having shown impressive speed on his UK outings over the last few years. The son of two-time Barbados winner Paul, this year's rally may have been the first he drove himself, but he certainly wasn't unaccustomed to the challenge.

"I've been coming for many years with my dad and he's always spoken about it being such a special event," said Bird. "We've got loads of family

friends over here and I've been coming here for 10 years, watching it all as a kid. The last time I came here I was 12, I haven't been for about nine years so it's sort of been like a newcomer again. The roads are definitely very good to drive on. I never really thought I'd be doing it when I'm older but I'm lucky enough to have the chance and the event's lived up to its expectations."

The insane heat is of course the one negative aspect that can certainly take its toll. Just ask Bird's co-driver Jack Morton who suffered badly with heat exhaustion on the first day and "blacked out for a bit", reporting onboard temperatures of a literally sickening 67 degrees.

But some did at least have a solution – a heat-cooling vest: "It's better than having sex, I'm telling you," said Kevin Proctor, on his 17th visit to the island. "Neil Buckley lent me a vest [last time I was here] and I would never be without them now, makes a massive difference."

Let's just hope Mrs Proctor doesn't read MN...



Briton Frank Bird enjoys the challenge of the island



Fans come out in their droves to support the event

REPORT



Skeete was in command on the demanding event

Skeete uses his local knowledge for glory

Local driver Dane Skeete won Rally Barbados for the second time in his career ahead of Josh Read and Britain's Robert Swann.

Skeete, driving a Subaru Impreza S12B WRC, was embroiled in a three-way fight for honours against Stuart Maloney and his nephew, Formula 3 racer Zane Maloney, in a pair of Skoda Fabia Rally2s.

It was Stuart Maloney who led after the first leg of nine stages, but Skeete hit the front on Sunday as his two rivals faltered. Zane was first to fall, messing up his line on approach

to a sweeping left-hander and running off the road into a telegraph pole. Stuart was out by the very next stage, landing heavily on a compression and losing a wheel against a high kerb.

That eased the pressure on Skeete to romp home and claim his second win on the island, but behind him Frank Bird – contesting his first Rally Barbados – was a man on a mission. Slowed on the first day by two driveshaft failures, a lingering electrical problem and co-driver Jack Morton feeling

rather unwell, the GT racer was down in ninth overnight.

But some epic pace on Sunday allowed him to climb all the way up to second spot by the end of the rally – or so he thought. Bird had gone OTL after stopping to fix a rear-right wheel sustained at the end of the stage (that he somehow managed to win) and was therefore not classified in the final results.

Swann, who was supposed to drive an Impreza S12B WRC but didn't because its engine blew a week prior, brought his Fiesta Rally2 home in third overall ahead

of Kevin Proctor who survived a hairy spin on the third-to-last stage. "I thought I was dead," he said. "That's the scariest thing that's ever happened to me in rallying."

Proctor had set himself a target to beat Andy Scott – joking that "there may as well be nobody else in the rally" – and he ultimately succeeded as Scott came home fifth. However it was close between the three Brits as Swann edged Proctor by just 1.3 seconds and Proctor beat Scott by 3s. Tom Preston was also in the top 10, placing his Fiesta ninth.

FEATURE

ROB HUFF:

THE TIN-TOP CHAMPION WHO FOUGHT HIS WAY TO THE TOP OF THE WORLD

Matt James puts the readers' questions to one of the UK's most successful saloon car drivers ever who has grabbed each chance that has come his way



Eyes on the prize:
Champ Rob Huff

There can't be many drivers who have gone from racing an MGB to the very summit of world motorsport, but Rob Huff's career was never going to follow a standard path.

His has been a journey of determination and unwavering belief against the odds. There were no deep pockets to support his early racing, and he had to grab any opportunities that came his way. Three scholarships in his nascent career were the lifelines he needed just to remain on track.

He snatched those chances and made the absolute most of them to put the building blocks in place for what would go on to become a top-flight career as a fully-fledged manufacturer driver. Ultimately, it led him to the top of motorsport with victory in the World Touring Car Championship in 2012. The circle had been completed, and the hard work and dedication to his career had finally reaped the biggest prize of all.

It has been hard to nail down Huff for this interview as he jets around the world plying his trade, but we found him with an hour to spare in a hotel room somewhere in Eastern Europe. As ever with Huff, who is racing a Leon Cupra in the World Touring Car Cup this year, his answers are insightful and comprehensive.

Question: Where did the motorsport passion come from?

John Charles

Via email

Rob Huff: "Yes the interest was from my family, but there was no motorsport competition heritage from the Huffs. My dad, Peter, was a fan.

"He had always loved motorsport. My dad was a chartered surveyor and he had a group of friends from the round table that they all used to be involved in in Cambridge. Through that, he found some enthusiastic like-minded people who liked motor racing and they used to go off to the British Touring Car Championship and events like that, and then they used to go to Le Mans too. They got friendly with a local driver called Gareth Chapman and they used to go off and watch him too in sportscars.

"I have pictures of me at Spa watching Group C cars and at the Willhire 24-hour race at Snetterton when I was probably six or seven years old. Dad had a Ford Sierra Cosworth – maybe late

Photos: Motorsport Images, Jakob Ebrey



Huff has continued to race the MGB

1980s –and I remember getting in that and going to Snetterton and camping. It poured with rain and when we got back to our tent, it was full of water! Dad hadn’t put it up properly... we soon realised that you don’t have the open doors of a tent facing uphill...

“I just remember being pressed up against the fence as a really young man because I think dad was trying to take me out of the house to keep me from being under mum’s feet. I just loved it: in fact, I loved anything with a motor. Even things like the lawnmower: I was fascinated with anything that had a petrol motor and moved. I guess 35 years later, not much has changed.”

Question: If you hadn’t have been a race driver, what would you have been?
Barry May
Via email

RH: “I am not sure I can answer that! This is a family newspaper, isn’t it? Genuinely I don’t know. I had studied at

college to go into surveying – dad had a family business and that is where I was headed.

“As a kid, I had no idea what I wanted to do. It was all about motorsport for me; rallying, lawnmower racing, anything. I even remember going to the Lombard RAC Rally. It had turned my head, and that is all I was interested in and I knew that I loved it.

“But it wasn’t until quite late in my early life that I realised that being a racing driver was actually a job. It never registered with me that someone would pay you to drive a racing car.

“Until I won the Seat Cupra Championship [in 2003] and I got my first salary from Seat [in 2004], I didn’t realise the chances that were out there. I was 23 when I won that title and only then did I work out that motor racing could be a career.”

Question: Was Formula 1 the ambition when you started out? When did you realise that was not possible?

Emma Facey
Via email

RH: “There literally was no ambition at all when I started out other than to just have fun with dad. The first race that I took part in that wasn’t part of a racing school was in a 1973 MGB that was owned my John Wilsher, who was the father of one of my school friends, at Cadwell Park in about 1998. We loved that so much that I carried on racing that well into my Chevrolet contract for the World Touring Car Championship.

“Take into account that dad and I knew nothing about motorsport other than just

continued on page 22



Winning a scholarship gave aspiring racing driver Rob Huff the chance to tackle the Renault UK Clio Cup in 2002

“I didn’t realise that being a racer was a paid job”

Rob Huff

FEATURE

being big fans of the sport – that didn’t necessarily mean driving, it was about watching and any other kind of involvement we could have. Getting to drive was just a bonus for dad and I.

“It was a dad-and-lad thing, and growing up, dad was hugely busy. He had his own company and his father had died early and my dad stepped in and took over the firm. Dad was always working and doing charity things with his group of friends which would also help generate business. You could go to these events and network with bank managers accountants and all sorts. Dad was so busy doing those things.

“When I started out racing myself, those contacts would come in handy. We didn’t have a huge sponsor, but we got backers from all of my dad’s network of friends that he had made in that way. They were racing fans and they were happy to get involved and support us. There was almost no-one from outside that group who helped us. Marshall of Cambridge helped me when I did the Seat Championship, but all of that contact came from one of dad’s mates too.”

MN sets the scene: After realising that motorsport was a passion, Huff had to force open the doors to make a career. His first season of single-seater racing came when he won a Jim Russell Racing Drivers’ School scholarship to contest Formula Vauxhall, he then switched to Renault Clios after winning a contest run by Tim Sugden. When he contested the Seat Cupra Championship in 2003, he won a free season’s racing in the British Touring Car Championship in a Toledo as team-mate to Jason Plato.

Question: You were the scholarship king in your early career – what do you put that down to?

Jason Inglis

Via email

RH: “I was just hugely, hugely lucky because we didn’t come from a family where there were deep pockets and the ability to go motor racing. The motorsport money for us might as well have been on the moon. It still is...!

“The Jim Russell scholarship was the first one, and then there was the Tim Sugden one. Then the Seat one, which really set me on my way. But I literally had to keep on winning these things if I wanted to stay afloat in motorsport. There was no other way for me to keep going.

“The Cupra Championship was the final step for me, because I had begged and borrowed everything that was possible to just get the £75,000 together to get to that stage. I knew, every day when I woke up, that was my last chance to have a shot at it – and it was only my second year in saloon cars.

“I had done one year in Renault Clios and it was the first time I had called on the British Racing Drivers’ Club. I



Huff took the Union flag colours to WTCC in 2012

phoned the BRDC at the end of that season to ask if there was anyone who could give me some advice about where to go next. They organised a meeting for me with Howden Ganley [BRDC director]. I explained the situation to him, and he was brilliant. His main answer was to tell me that I had to go where the manufacturers were going. It was a choice at that time between redoing the Clio Championship again or doing this new Seat Championship – it is always a gamble doing a new category because you never quite know about the cars – but he said that he thought that the Seats was the right route for me to go down because there was a chance of a works deal at the end of it – you would get a BTCC drive with RML alongside Jason Plato and get £30,000 salary and the use of a flat in Monaco. The race deal was actually supposed to be for the European Touring Car Championship but that got changed along the way somewhere.

“I seem to remember that if you won Clios, you got a Renault Clio road car or a free entry to the next season. The decision proved to be

a very simple one for me. It was Seat.”

Question: What did Jason Plato teach you when you were team-mates at Seat in 2004?

Malcolm Munt

Via email

RH: “He certainly taught me how to drink and party! This is a question I get asked a lot...

“I am probably one of a handful of drivers who genuinely has a very good relationship with Jason. I think that is because we are quite similar in many ways. We are both hard and fair racers, and that is something I learned from Jason.

“He is a really tough character to be a team-mate with. I learned so much from him because I was able to sit there and just soak up all the information that was coming from him. I listened to what he was saying, looked at how he was acting, and the way he drove. I learned a lot from watching the way he communicated with engineers, the way he communicated with sponsors and even fans. I was able to absorb that.

“But, on the other side of that, Jason

was probably the hardest team-mate I could have gone up against. It was very much Jason’s way or the highway. Being team-mates with Jason prepared me, later on, for being team-mates with Alain Menu, Nicola Larini and Yvan Muller. If I hadn’t have had those very hard lessons in 2004 alongside Jason, I never would have survived at Chevrolet and be able to put it all together win the World Touring Car Championship in 2012. I do owe a lot to him.”

MN: It was very clear, though, from the very early stages of your BTCC career, that you weren’t going to be pushed around by any of the existing star names. You went toe-to-toe with Yvan Muller in just your second meeting, for example...

RH: “In the opening round at Thruxton and I had an absolutely nightmare. I failed to finish in two of the races and had one sixth place to show for it. Jason had won at that meeting too. The mindset I had at the opening meeting was then totally different going into Brands Hatch for that second meeting you are talking about.

“At Thruxton I had been quick, but I lobbed it off. I think I was just in total

awe of the situation and being there on the grid with these guys I had grown up watching on the TV. I was in fairy land. At Brands, a few weeks later and I had gone there knowing the track and I knew I was in a quick car and I knew I had to perform.

“That is when it came home to me and I realised that I had to take it to the next level. I had a second place and a fourth place and I qualified on the third row. I raced hard with [the works Vauxhall driver] Yvan Muller too. When you race hard and side-by-side but fair with people, hopefully you instantly gain a little bit of respect from them. At that stage I was no-one to any other driver on the grid – they hadn’t heard of me and they didn’t know where I had come from. I was always taught, growing up, to put bullies in their place as quickly as possible and there was a little bit of that philosophy coming to the fore there. I am not necessarily calling the other driver bullies, but the way they race can be bullish – especially when they come up against a driver they’ve not heard of before. They are trying to stamp their authority and I answered them back that



A Seat at the top table came in the BTCC in 2004 alongside Plato



Seat Cupra series in 2003 was a major stepping stone

“Jason was the best - and the hardest - team-mate to have”

Rob Huff



Huff went up against the best in the BTCC

day by racing as hard and as fairly as I could.”

Question: Do you think you got the recognition you deserved in the UK for winning the World Touring Car Championship in 2012?

Iain Elsey
Via email

RH: “Definitely not. I had won a World championship and Autosport puts its front page a little bit green for me, which was nice, and they invited me to the Autosport Awards.

“I had been to the awards for years and years and years and had dreamt of winning one, but to this day I still haven’t. When you get a call inviting you to those awards, it is very different to buying a table there for the evening. I genuinely thought I was in-line for something.

“Having said that, I got the recognition from the fans and from people within motorsport. But the wider recognition seemed to not be there, and Jenson Button won the Autosport Award that season. I have not been to the Autosport Awards since.

“That is a good question from Iain, that: it is something that has frustrated me as young driver in British motorsport. The BRDC recognised it and I won two Gold Stars back-to-back in 2011 and 2012... I have a huge amount of respect for the BRDC and that is very important for me.”

Question: Thanks for talking to me at the Autosport International Show one year. I really appreciated it. You have been team-mates with so many iconic names. Who have you learned the most from?

Harry Adams
Via Facebook

RH: “That is a tough one because you

learn different things from different people as you go along. The one thing I have learned from almost all of them is to stop and talk to people like Harry. At the end of the day, I only get to do my job because of people like Harry.

“The fans, the marshals, they are the whole reason behind what we do. Ultimately, they are the heart and soul of motorsport.

“I have always made it a thing to speak to fans. Ten years before Harry at the Autosport International Show, I was in Harry’s position. If Johnny Herbert or Will Hoy or anyone like that would have spoken to me, I would have been made up. Even 30 seconds for a chat and an autograph, that would make my year.

“To be able to give that back to people is the biggest prize that I have ever taken out of motorsport.”

Question: Having seen you race in both modern touring cars and in historic/classic cars, you always visibly are driving on the edge (in the MGB, you were always very sideways and entertaining!) Which type of car gives you the most pleasure?

Ian Temple
Via Facebook.

RH: “A tough one again, because there is nothing like winning a World championship race in Macau or the Nurburgring. The feeling of succeeding on those tracks is something very, very special. But, at the same time, drifting a GT40 around Goodwood or a Jag E-type or racing a Silk Cut Jaguar XJR-9 around Spa as I did at the end of May. Those things are about as cool as they get.

“They are both equally as rewarding in their own ways. I have always said to people that I was probably born 50 to 60 years too late. Gerry Marshall was probably one of my most favourite ever

continued on page 24



All smiles: Huff has always felt it is important to celebrate his successes with those closest to him

FEATURE



Lockstops: smoking it at Goodwood



Huff adapted well on his return to the BTCC in a one-off outing in 2017



Proud moment: The Cambridge racer was thrilled with the Gold Stars

drivers. I would love to have been around when he was racing and to jump in all the different cars. Those 1970s and 1980s cars are the best. The three-litre Bastos Capri that I race for Richard Meins around Goodwood is such a nice car.

“Meins has the most amazing collected of cars that he lets me loose in and I would jump through hoops to get behind the wheel of them.”

Question: How did the NGTC Vauxhall Astra [the Power Maxed Racing car, which Huff raced at Silverstone in 2017] feel compared to an S2000 car, a TC1 car or a TCR car. Many top drivers struggle to adapt (Tom Chilton, Alain Menu, Fabrizio Giovanardi) but Rob didn’t...

Garry Hobson
Via email

RH: “I have been very lucky in my life growing up as an instructor and racing such a variety of cars. I do seem to be able to adapt very quickly to whatever I managed to get into. That can be front-wheel drive, rear-wheel drive, slick tyres, treaded tyres, all of it.

“I love driving all these different types of car. For me, the challenge is to try to learn how to drive it as quickly as possible. I really enjoyed doing the BTCC race in 2017. It was great to come back to that paddock.

“The BTCC car was brilliant to drive. It was very similar to the TC2 Chevrolet, the 1600cc turbocharged one. I liked having the manual sequential gearbox. I am not a huge fan of the paddleshift TCR stuff. The first time I drove a sequential was with the Clio in 2003, and I have always felt that is the purest form of having that type of gearbox. It makes you feel like you are properly driving the car.

You feel like you are really driving.”

MN: But why do you think other people have struggled when you never seem to?

RH: “I can’t answer for why other people might struggle. I can’t say that I love racing more than Tom Chilton loves racing or Fabrizio Giovanardi, can I? I just think I have been very lucky with the ladder I have climbed up to get to the point I am now. I have driven different things every other weekend, and there is no doubt that has helped.”

Question: Ten wins at Macau: what is the secret to winning there?

Jonathan Astbury
Via email

RH: “I have no idea. I am not a huge fan of these modern-day tracks where you have got loads of runoff. On some of the tracks, you can go straight out of the pits on the opening lap and you can outbrake yourself at every corner, you can over-push at every corner and you survive because there is all this extra runoff. Then you work backwards.

“I grew up on British race tracks where there is no room for error on most of

them. There are gravel traps and a lot of grass. I think that is why I did so well in Sweden in 2020 too [where Huff won the STCC TCR title] because those are the kind of tracks that you have to build up to as well.

“That is why Macau and street circuits are good for me. It is all about the process I use to arrive at the ultimate speed I want to go at. Also, in my day, we didn’t have simulators and we didn’t have these tracks with all this runoff. When I started, you went out there and you knew that if you crashed the car, that was it: game over and you probably couldn’t afford to repair the car. So that meant you had to build up to it, there was no other choice. I think there is something to be said for that approach – and that is the only think I can think of as to why I do well at those kinds of circuits which don’t have any runoff.”

Question: A WTCR car around Macau or an MGB around Cadwell: which is better?

Ed Sleight
Via email

Treasure trove: Huff has raced the Capri





Super tourer: Both the car, and its driver

RH: “That is probably the hardest question I have ever been asked! They are both equally scary and both equally as exhilarating. But if you asked me today, I would probably take the MGB! Just because it is such a fond memory for me of my first ever race against the McCarthy brothers – Spencer and Russell. I qualified well up the grid but I stalled it off the line because I had never done a standing start before. I didn’t see the McCarthys for dust.”

Question; What do you regard as the greatest achievement of your racing career?

Damien Doherty
Via email

RH: “I think surviving the motorsport business for as long as I have is something to be really proud of. I am now in my 19th season of being a professional driver.

“Of course, winning a World championship is right up there, as is winning 10 races in Macau. Winning the STCC on my first and only every go was good, winning the BRDC

Gold Star was special. Arriving as a professional driver is one thing but surviving as a professional for a prolonged period of time is something else completely. It is much harder, and you see many drivers who come and go.

“I think there is another achievement which I have yet to fully experience, but I will be proud of it when it happens. Back at the start of my career, Matt James, the editor of Motorsport News, said he would shave off his goatee should I ever win a World championship. I delivered the silverware in 2012, and I am still waiting for him to take up his part of the wager...”

Question: You have driven some amazing Group C and historic cars at Goodwood and elsewhere. Is there one you would like to race but have not been offered the chance yet?

Abi Crowther
Via email

RH: “I have driven so many cars now. I don’t really know. I am lucky to have met Richard Meins at Palmersport when I was an instructor and he has now got the most incredible collection of cars that he lets me go and play with. I have driven historic F1 cars, Le Mans cars, GT1 cars, GT40s, E-types, even an Austin A40.

“The one car and championship that I have always wanted to do and the one car I have never driven – and I was very close – was an Australian V8 Supercar. There were about three years on the trot in 2012, 2013 and 2014, I was very close to doing the three endurance races that they have in Australia at the end of the season, but because one of them always clashed with WTCC, I couldn’t do it because the deal was for all three races or none at all. It just didn’t come

together. I would have done anything to have driven one of those things.”

Question; What advice would you give to a young driver starting out today?

Russell Scobbie
Via email

RH: “My advice would be to the parents to buy some golf clubs or a tennis racket for their offspring.

“I have always said the same and it ended up being the Chevrolet motto: ‘never give up’. So many times in my career before I became a professional and during it, it would have been so easy to think that we were done, we had given it all we could and there was no further to go with it. But I never quit.

“Even this year, my contract to race was only signed two weeks before the opening race. Three weeks before the start of the season I wasn’t racing. Keep going. What is meant to be is meant to be and with the hard work for me – and also my family, my girlfriend and everyone who has supported me – everyone is part of that journey.

“Being a racing driver is one of the most solo things you could do in sport. As a driver, you are on your own, but there are so many people who help you get to that place. That is not just financially.

“Even Motorsport News has played its part. MN has phoned me before and asked me to test a 250cc gearbox kart at Cadwell Park or even a drift car at Snetteton. These are all part of my story and all things that I have cherished along the way. They have all come from building relationships along the way, and that is really important. I can’t thank everyone enough for those chances, and so I guess my advice is to not forget people, and remember that you never know who you are going to meet next.” ■



Seat was an important stepping stone for up-and-coming racer

“I have such fond memories of driving the MGB”

Rob Huff

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RACING REPORTS

Photos: Martin Walsh, 5 Nations Rallycross

CIRCUIT OF MUNSTER: LIMERICK MOTOR CLUB BY MARTIN WALSH JUNE 5



Josh Moffett has zeroed in on the title



Robert Barrable took his Fiesta to second despite a spin and won the Powerstage

MOFFETT KEEPS UP THE MOMENTUM TO WIN

Continuing his customary dominance of the Motorsport Ireland National Rally Championship, Josh Moffett (Hyundai i20 R5) and co-driver Keith Moriarty dictated the pace en route to victory in the Circuit of Munster Rally, the fifth round of the national series.

They finished 56.1 seconds clear of the Ford Fiesta R5 of Robert Barrable and his co-driver Paddy Robinson with Eamonn Kelly and Conor Mohan (VW Polo GTi R5) 32.6s further behind in third.

With the template that delivered four wins from the previous four rounds, Moffett was quickest through the first loop to open up a

34.2s advantage – over half accrued from stage two, the longest of the rally at 15 miles.

Tim McNulty (Fiesta R5) occupied second with late entry Jordan Hone in a Ford Fiesta R5, just 1.2s shy. Barrable had been second, only to spin and stall on the third stage.

Cathan McCourt (Citroen C3) and Keith Lyons (Ford Fiesta) bowed out on stage two – the former drifted wide on the final junction only to clout the right-rear off a bank and subsequently nudge the front right into the scenery that hid a stone which broke the steering arm and ripped off the right wheel, he retired at the stage finish. Earlier in the stage, Lyons crashed out while on

the opening stage Jason Black (Toyota Starlet) was the first major retirement.

On the repeat loop Moffett extended his advantage to 49.2s with Kelly, quickest through stage six becoming his nearest rival moving 6.3s ahead of Barrable.

Both McNulty and Hone departed the fray at the same slippery spot on stage five, each beaching their respective mounts without any damage.

Seamus Leonard was fourth, a position that relied on a huge chunk of good fortune when his Fiesta got out of line at high speed. Fifth-placed Ed O’Callaghan (Escort) dominated the two-wheel-drive category

with an untroubled Michael Carbin (Mitsubishi) sixth.

Heavy rain made for an interesting final loop as Moffett wrapped up his fifth victory to inch closer to the title. Kelly had a time-consuming excursion and failing wipers on stage eight that denied him the opportunity of taking second spot, which went to Barrable, who won the Powerstage.

Carbin, Leonard and Gareth Sayers (Fiesta R5) finished ahead of seventh-placed O’Callaghan, who nudged a bale that both dented a fine drive and his Escort.

Constantly improving throughout Gareth MacHale brought his right-hand-drive VW Polo GTi R5 home in eighth,

advancing his pacenotes on each loop on what was a shakedown for his outing in next week’s Donegal International. Stephen McCann (Fiesta R5) and Jonny Pringle (Escort) completed the top 10.

Results

Circuit of Munster Rally
Organiser: Limerick Motor Club **When:** June 5 **Where:** Rathkeale, County Limerick **Stages:** 9. **Championships:** Motorsport Ireland National Rally Championship; West Coast Rally Championship; Southern 4 Rally Championship. **Starters:** 143.
1 Josh Moffett/Keith Moriarty (Hyundai i20 R5) 1h00m48.1s; 2 Robert Barrable/Paddy Robinson (Ford Fiesta R5 Mk2) +56.1s; 3 Eamonn Kelly/Conor Mohan (VW Polo GTi R5) +1m28.7s; 4 Michael Carbin/Dean O’Sullivan (Mitsubishi Lancer E8); 5 Seamus Leonard/John McCaffrey (Ford Fiesta R5); 6 Gareth Sayers/Gareth Gilchrist (Ford Fiesta R5);

7 Ed O’Callaghan/Raymond Scott (Ford Escort); 8 Gareth MacHale/Brian Murphy (VW Polo GTi R5); 9 Stephen McCann/John McCabe (Ford Fiesta R5); 10 Jonny Pringle/Paul Sheridan (Ford Escort). **Class winners:** Teighernan Kelly/Conal Doherty (Honda Civic EK4); Joseph Kelly/Ronan Comerford (Peugeot 208); Francis Kelly/Damian Doherty (Honda Civic); Tomas O’Rourke/Tomas Scallan (Mitsubishi Evo); Seamus Leonard/John McCaffrey (Ford Fiesta); PJ McDermot/Ray Fitzpatrick (Ford Fiesta WRC); Eamonn Barrett/Adrian O’Gorman (Ford Escort); Alan Costello/Paddy Costello (Ford Escort); Sam Johnston/Gary McCrudden (Honda Civic); Conal Hegarty/John Spillane (Toyota Corolla); Denis Dineen/Donal Dineen (Ford Escort); Stephen Faughnan/Stephen Joyce (Ford Escort); Ed O’Callaghan/Raymond Scott (Ford Escort); Ian Roche/Paddy Nash (Subaru WRC); Michael Carbin/Dean O’Sullivan (Mitsubishi Evo); Peadar Walsh/Fionn Walsh (Ford Escort); Eoghan Fogarty/Stephen Meskell (Toyota Corolla); Greg O’Brien/Jake Lennon (Honda Civic).

BRITISH RALLYCROSS: MONDELLO PARK BY HAL RIDGE JUNE 4-5

OVENDEN AND O’DONOVAN SHARE THE GLORY

Tristan Ovenden and Patrick O’Donovan shared the winners’ spoils at Mondello Park as the British Rallycross Championship 5 Nations Trophy returned to the Irish venue for the first time since 2017.

In round one on Saturday, Ovenden made the most of a good grid draw to win the opening session, before, as the title contenders heading into the event tripped over each other, he set another best time in Q2.

The triple Supernational rallycross champion was beaten to victory in the semi-finals by reigning champion Derek Tohill, but drama was to follow before the final even got underway. After the cars had lined up on the grid for the main event, Tohill jumped the lights. The pack got away at the second attempt, but with Irish competitor Darragh Morris left on the grid.

A red flag was thrown, and when the race was attempted to

be restarted, Tohill again jumped the start due to his car creeping forward with a slipping clutch, and the double European Rallycross champion was disqualified.

After several more jump starts, the race finally got underway, and it was Ovenden who led from the front, flanked by the series’ most successful driver, Julian Godfrey. The pair would finish with little separating their cars in a trouble-free run, while behind Steve Hill held third after the joker laps played out, but a minor mistake at the first corner later in the race allowed returning 2006 champion Christopher Evans to take the position, and claim an emphatic first podium in more than 12 years.

Points leader Patrick O’Donovan meanwhile had sustained a broken exhaust from an incident in the first attempt at running the race and was slowed with a lack of turbo boost. He finished eighth.

The 18-year-old bounced back on Sunday, on his maiden Supercar start in wet conditions, and set the fastest times in both qualifying runs. He then won his semi-final to take pole position for the final, but he didn’t make a good start in the main event.

Instead, starting from the outside of the grid, his father Ollie O’Donovan made the best launch to lead into Turn 1. Having reverted back to his Ford Focus while his new Proton Iriz undergoes further development work, 2007 title-winner O’Donovan lead the race from the front, while behind, Patrick O’Donovan fended off the attentions of Tohill.

The pair maintained their track positions after the jokers had played out, leaving Ollie O’Donovan to retake the lead when he joked later in the race. However, having climbed to second when Ovenden joked on the final tour,



Ovenden put the heat on to win the opener

O’Donovan Jr overtook O’Donovan Sr in the run to the line to claim his third victory of the season. Ollie O’Donovan finished second, with Tohill third, before the Irishman then won the Superfinal for Irish Championship competitors.

Results

Organiser: LHMC/Mondello Park **When:** June 4-5 **Where:** Mondello Park **Starters:** 81
Round 5: 5 Nations BRX: 1 Tristan Ovenden (Citroen DS3) 3m57.006s; 2 Julian Godfrey (Ford Fiesta) +0.002s; 3 Christopher Evans (Citroen C4); 4 Steve Hill (Mitsubishi Evo); 5 Ollie O’Donovan (Ford Focus); 6 Michael Sellar (Citroen DS3); **Supernational:** Jason Bleasdale (Vauxhall VX220); **Junior:** Max Langmaid (Suzuki

Swift); **Swift Sport:** Luke Constantine (Suzuki Swift); **BMW Mini:** Dave Bellerby (BMW Mini); **ALL4 Mini:** David Bell (BMW Mini); RX150: Stephen Jones (RX150).
Round 6: 5 Nations BRX: 1 Patrick O’Donovan (Ford Fiesta) 4m09.617s; 2 O’Donovan +3.313s; 3 Derek Tohill (Ford Fiesta); 4 Godfrey; 5 Evans; 6 Hill. **Supernational:** Peter McGarry (Volvo C30); **Junior:** Langmaid; **Swift Sport:** Constantine; **BMW Mini:** Bellerby; **ALL4 Mini:** Bell; **RX150:** James Williams (RX150).

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Endurance racing prime mover tackles another epic: the MN readers' questions, p20

Ferrari star wants hard work to stem Red Bull after Max's Miami dice
LECLERC: WE HAVE TO PUSH TO REIN IN VERSTAPPEN'S PACE
By Matt James
Ferrari's World championship leader Charles Leclerc has urged his Italian team to push through car tweaks after being defeated by Max Verstappen's Red Bull in the maiden Miami Grand Prix last weekend. Although Leclerc qualified on pole position for the Scuderia, World champion Verstappen grabbed the advantage during the first stint and was uncatchable thereafter. The gap between Leclerc and Verstappen at the top of the F1 points table has closed to just 19. After being defeated in Florida, Leclerc said: "We need to keep pushing. Upgrades will be very important throughout the year. And I hope now that we can do a step up from the next race onwards. But it's been tight since the beginning of the season." The first race at the Miami International Autodrome drew widespread praise, although some drivers have asked for track tweaks following a spate of practice and qualifying crashes. **Full report, page four**

Verstappen eclipsed the pole-winning Ferrari

REPORT
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Barwell tops Silverstone three-hours p18

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RACING REPORTS

Photos: mkpics.net

NATIONAL HOT RODS: HENDESFORD HILLS BY GRAHAM BROWN

JUNE 4



Haird took advantage of McDonald's ill luck



Haird held off Wood after McDonald's woe

HAIRD TAKES OVER FOR HIS FIRST FINAL WIN

It may have taken a late retirement from Rob McDonald to achieve it but Chris Haird claimed his first final win with his Vauxhall Tigra ‘A’ to round off the English World Series for another year, McDonald and Jack Blood taking the other heats.

Alistair Lowe led the opener away with Mark Shelper in pursuit. They were duelling for the lead when Andy Lane went spinning on the East Bend causing all sorts of mayhem in his wake as cars spun or crashed trying to avoid the stricken Ginetta.

After the resulting yellow flag it was still Lowe from Shelper but the hiatus had brought many others into contention. Gavin Murray advanced swiftly to second and bore down on the leader only to have his car go very sick. With Murray fading attention switched to McDonald. The World champ had come off the restart 10th but was always on the march thereafter, finally taking the lead three laps from home for a resounding win.

Shelper and Lowe reversed their running order for the second encounter, chased hard by Hayden Ballard once he’d

overhauled Lane. Going beyond half distance Jack Blood and Billy Wood emerged as fast movers. Both were making strides in the right direction with matters coming to a climax as they passed the three-lap board. By that point Ballard was second but with Blood all over him as both closed on the leader. With all three heading into heavy traffic there was nothing between them starting the last lap. Blood squirmed past Ballard and then dived under Shelper at the final turn to snatch victory from the apparent dead heat by just 0.045s.

The final at the last round is

gridded in points order to add spice to whatever scores need settling: if a driver is vying for the points win (already decided in favour of Carl Waller-Barrett this year) or simply trying to make the World championship field he will be starting right alongside his immediate rivals.

That line up pitted Waller-Barrett against Billy Wood for the blast into the first turn, but Wood’s outside berth allowed Haird, McDonald and Jason Kew to forge past on the inside. Wood quickly re-passed Kew but had already lost touch with the Waller-Barrett-McDonald-Haird lead

battle. That came to a head when McDonald and Waller-Barrett touched exiting the East Bend, sending the leader spinning. That gave McDonald the lead and, as he started to edge away from Haird, it looked to be all over. But suddenly the Scot’s car was out, its motor seizing, leaving Haird to an unopposed win despite Wood coming up fast in second at the death.

The always tense battle around the cut-off point was finally won by Dick Hillard, a scant four points ahead of the tied Shaun Taylor and Lance Bowen who will now have to rely on the ‘last

chance’ qualifiers at Ipswich.

Results
Organiser: Incarace **When:** June 4
Where: Hendesford Hills Raceway
Starters: 31
Heat one: 1 Rob McDonald (Vauxhall Tigra); 2 Mark Shelper (Peugeot 206cc); 3 Alistair Lowe (Vauxhall Tigra); 4 Chris Haird (Vauxhall Tigra); 5 Jason Kew (Ginetta G40R); 6 Terry Hunn (Ford Fiesta); 7 Billy Wood (Vauxhall Tigra); 8 Jack Blood (Vauxhall Tigra). **Heat two:** 1 Blood; 2 Shelper; 3 Hayden Ballard (Vauxhall Tigra); 4 Wood; 5 Andy Lane (Ginetta G40R); 6 Lowe; 7 McDonald; 8 Dick Hillard (Vauxhall Tigra). **Final:** 1 Haird; 2 Wood; 3 Kew; 4 Aaron Dew (Ginetta G40R); 5 Perry Cooke (Vauxhall Tigra); 6 Gordon Alexander (Vauxhall Tigra); 7 Paul Wright (Vauxhall Tigra); 8 Blood; 9 Gavin Murray (Vauxhall Tigra); 10 John Sibbald (Vauxhall Tigra). **Final standings:** 1 Waller-Barrett 515; 2 Wood 470; 3 Haird 412; 4 Alexander 399; 5 Kew 395; 6 Cooke 394.

Photos: Paul Lawrence

BRITISH HILLCLIMB CHAMPIONSHIP: SHELSLEY WALSH BY PAUL LAWRENCE

JUNE 4-5

SUMMERS AND UREN BEAT THE CONDITIONS

Alex Summers and Dave Uren were the latest winners in the British Hillclimb Championship after a thrilling day of action at Shelsley Walsh.

On a day when the track under the trees at the Esses never fully dried out, Uren stormed to victory in the opening run-off before Summers clinched victory in round 12. In both run-offs, the winning margin was seven hundredths of a second.

In the opening run-off it was Uren who lit up his Gould perfectly for a storming 25.22 seconds climb to take his first win at this level for several seasons. Reigning champion Wallace Menzies was right there in second, while Summers was consigned to third after losing time at the slippery Esses. “It’s just so easy to overcook it,” said Summers of the track conditions. “You get to the Esses and it’s like a skating rink.”

Scott Moran, Trevor Willis and Matthew Ryder battled over the next places, while Paul Haimes turned in a storming 26.73s climb to be the best of the smaller-engined cars in his



Summers kept up his winning streak



Uren claimed a final run-off victory in round 11

Gould GR59.

Uren was the star of the first run-off as he marked his 23rd wedding anniversary to wife Nicki with victory in round 11. However, it all went wrong later in the afternoon as a battery problem struck as he lined up for his second qualifying run.

As low cloud rolled back in the air got damper as the top guns went for their qualifying runs to earn a place in the second runoff. Menzies should have been last to

go and earn another runoff place but Uren, having quickly replaced the battery, came to the line behind Menzies but only got as far as Kennel before it all went wrong.

“It left the line quite nicely and actually turned in at Kennel but then it went. I just needed a bit more space,” said Uren. The Gould’s front-right corner was damaged and his day was over.

Instead, Summers hooked it up very nicely to beat Menzies by

seven hundredths of a second as Ryder and Moran tied for third ahead of Willis and the flying Haimes.

“It’s another weekend where we scored the same points as Wallace,” said Summers. “But I’m absolutely gutted for Dave. To be honest, he was the best driver all weekend.”

Menzies was also quick to applaud Uren for his pace. “I’m delighted for David getting the win. He thoroughly deserved it.

In the conditions he pushed mega hard and I take my hat off to him for that. It’s been a really challenging day for everybody and it’s been a bit all over the place. But I think the run-offs have been more or less fair,” said Menzies.

Results
Round 11: 1 David Uren (3500cc Gould-NME GR55B) 25.22s; 2 Wallace Menzies (3300cc Gould-Cosworth GR59M) 25.29s; 3 Alex Summers (2650cc DJ-Cosworth Firestorm) 25.37s; 4 Scott Moran (4000cc Gould-Judd GR59J) 25.54s; 5 Trevor Willis

(3200cc OMS 28-RTE) 25.58s; 6 Matthew Ryder (4000cc Gould-Judd GR59JB) 25.63s; 7 Paul Haimes (1300t Gould-Suzuki GR59) 26.73s; 8 Richard Speeding (1600cc GWR-Hayabusa Raptor 2) 26.85s; 9 Jack Cottrill (2650cc DJ-Cosworth Dallara) 27.37s; 10 Lee Griffiths (1660cc OMS 25-Suzuki) 27.64s;

Round 12: 1 Summers 24.23s; 2 Menzies 24.30s; 3= Ryder and Moran 24.60s; 5 Willis 25.04s; 6 Haimes 26.06s; 7 Speeding 26.21s; 8 Graham Wynn (4000cc Gould-Judd GR59J) 26.80s; 9 Cottrill 26.95s; 10 Griffiths 27.26s.

Points (after 12/24 rounds): 1 Summers 113; 2 Menzies 111; 3 Moran 103; 4 Ryder 80; 5 Willis 75; 6 Uren 59; etc.

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RACING REPORTS

Photos: Steve Hindle

SILVERSTONE: BARC BY STEVE HINDLE JUNE 4-5



Frost and Kehra (98) took a Britcar double

KHERA AND FROST JUBILANT IN BRITCAR BATTLES

Despite grid numbers almost halving since March’s season opener, Britcar Trophy continues to deliver a hugely enjoyable spectacle of multi-class racing.

Throw a splash or two of rain into the mix and the 20,000 fans watching online were treated to two stirring encounters where the fast-paced BMWs, Ginettas and Mazda had to not only negotiate ever-worsening conditions on slick tyres but, at every turn, find their progress hampered by gaggles of slower but more sure-footed Clios and Golfs.

Lee Frost and Lucky Khera secured race one pole by just 0.005 seconds from the Intersport BMW E46 of Kevin Clarke and Aldo Riti, but Clarke was better off the line and led from the start. It stayed like this until the stops when a prolonged changeover

meant Riti emerged a good 10s behind Khera. From here it was plain sailing for the Khera/Frost car, despite some difficult moments in traffic.

Race two went much more to plan for the polesitters, despite having to overcome a pitstop success penalty (coming soon after a prolonged safety car period had wiped out their hard-earned lead). Behind, the racing was a close as ever, the Mac G Mazda RX-8 working its way into second while a trio of Ginettas finished within half a second to complete the top five.

At times the 2CVs were three-wide through the complex, then four abreast into Copse. Nick Crispin and Lien Davies took a win apiece.

In Saturday’s Praga race, a succession of leaders fell out of contention. Eventually, it led to

the University of Wolverhampton team scoring its maiden win with Shane Kelly and Stefano Leaney at the controls.

Though the weather worsened overnight, Sunday’s encounter was a far better reflection of what nimble pocket-rockets are truly capable of. Jimmy Broadbent and Gordie Mutch slipped down the order in the early laps but then set about a remarkable recovery to win by a healthy margin. Meanwhile, after the stops, Alex Fores found Ben Collins in his sights, both drivers delighting the crowd with a titanic tussle for fifth, won, in the end, by newcomer Fores.

There were moments to savour and moments of madness from the Junior Saloons. Gabriel Doyle-Parfait taking a win and a fifth, despite starting 11th and 10th respectively.



Nick Crispin (89) took one of the wins from a pair of thrilling multi-2CV battles

RACE WINNERS				
Britcar Trophy Races 1 & 2: Lee Frost/ Lucky Khera (BMW E46)	Praga Cup Race 1: Shane Kelly/ Stefano Leaney; Race 2: Jimmy Broadbent/Gordie Mutch	Hyundai Coupe Cup Adam Jones	Race 2: Maximus Hall (Citroen Saxo)	Dack (E46 M3)
2CV Championship Race 1: Nick Crispin; Race 2: Lien Davies		Junior Saloon Car Championship Race 1: Gabriel Doyle- Parfait (Citroen Saxo);	Kumho BMW Championship Race 1: Bryan Bransom (E46 M3); Race 2: Russell	MGOC Championship Races 1 & 2: Steve McDermid (MG ZR)

ANGLESEY: MSVR BY PETER SCHERER JUNE 1-3

AXIAMETRICS CREW LAND HISTORIC KA WIN

After 24-hour EnduroKa race of action in mixed weather, the Axiometrics.com quartet of Chris Weatherill, Dominic Jackson, Nigel Griffiths and Kristian Rose became the first ever twice-around-the-clock EnduroKa winners in the inaugural Mon 24.

For the first two hours of the race, the main action centred around four cars. VPex’s Tobias Owen led initially, but IP Racing’s Dan Silvester, Turn 7’s Leon Bidgway, Wolf Motorsport’s Carlito Miracco and Weatherill

began to dominate, continuing in close formation.

Silvester managed to do over 100 laps before refuelling which continued to hold him in good stead but, into darkness, Adam Blair had taken over the IP car and the lead in a duel with Griffiths, with only VPex getting close to breaking into the fight for top honours.

There was heavy rain overnight and into the morning, but Axiometrics was still setting the pace at half distance, with Jackson a lap up on IP’s Phil

Keen, and Wolf’s Ian Williamson a further three laps down in third.

The rest of the IP sextet kept them to the fore throughout, but it came down to a duel to the flag with Axiometrics. IP had already slipped back to second after both lead crews made a splash-and-dash without changing drivers, leaving Weatherill to consolidate the lead over Blair.

Jackson then handed to Rose to bring the car home and claim the victory spoils, while IP’s Scott Parkin’s hand-over to Mark Witherington left them with a

stop-go penalty. They went on to take second place after going two laps down as a result.

Despite having a lack of power for the whole race Williamson completed the podium for Wolf, with VPex’s Damian Hirst, Autotech’s Karl Patman and PSR’s Tom Gilbert completing the top six.

After shadowing John Lyne’s BMW E36 until the stops, Adrian Pottinger’s Renault Clio won the Trackday Championship race, after escaping from an early second-half duel with Chris

Dunster/Jack Kemp’s similar car.

Mike Rawlings in his BMW E36 held off a determined Rob Phillips in his Honda Civic in the first half of the Trackday Trophy, but after Rawlings handed to David Zakrzewski, Phillips had to settle for a comfortable second over Damian Chrupeczalski’s Honda Civic.

Dylan Brychta’s Seat Supercopa was a lights-to-flag winner in the first Turismo X race, from Ryan Parkin’s Audi TT. Parkin handed his car to Adam Blair for race two and victory was his.

RACE WINNERS	
EnduroKa 24-hours Axiometrics.com (Chris Weatherill/ Dominic Jackson/Nigel Griffiths/Kristian Rose)	Trackday Trophy Mike Rawlings/ David Zakrzewski (BMW E36)
Trackday Championship Adrian Pottinger (Renault Clio)	Turismo X Race 1: Dylan Brychta (Seat Supercopa); Race 2: Adam Blair (Audi TT)

RACING REPORTS

Photos: Gary Hawkins

BRANDS HATCH: CSCC BY MARK LIBBETER

JUNE 3-4

TAYLOR PROVES HE IS A MODERN CLASSIC

Alex Taylor steered his TVR Tuscan to an impressive win in the Modern Classics race on Saturday after withstanding a race-long challenge from Matt Holben's similar car and the BMW M3 E36 of Dave Griffin.

Attention was fixed on the trio throughout an absorbing 40-minute contest as pole-position holder Taylor managed to maintain his advantage through to the finish, despite tyre wear concerns in the closing laps. Griffin and Holben's battle for second went right to the wire, but the award of a late penalty for infringing pitstop rules ensured Holben would ultimately be consigned to third.

Taylor may have secured two wins from the weekend had he not spun his Mazda RX-7 into the Paddock gravel while leading the earlier Future Classics race. Robert Hollyman was the grateful beneficiary, powering his Porsche 964 to victory ahead of Hugh Gurney's BMW 325i E30 and the DTM-replica BMW M3 E30 of Robert Sadler and Luke Schlewitz. One driver who was able to score an emotional double win was Danny Morris in the Special Saloons and Modsports double-header. Morris, driving the trusty Peugeot 309 GTi Thundersaloon



Taylor, ahead here, claimed Classics glory

that he and late brother Ricky Parker-Morris had competed in for many years together prior to Ricky's passing last year, claimed a lights-to-flag victory in race one after closest challenger Clive Anderson was forced to retire his five-litre BMW E30 early due to his engine cutting out. Tony Davies (Vauxhall Firenza) inherited second while Joe Ward brought his ex-Gerry Marshall "Baby Bertha" Firenza home third.

Morris powered his way to the front in just four laps in race two, as Ward used the brute force of his V8

engine to keep Davies at bay in the battle for second. Lowly grid positions failed to prevent Christian Pittard and Tim Davis from claiming a win apiece in two dramatic Magnificent Sevens encounters. After a success penalty forced him to start the opening race from 11th on the grid, Pittard charged back to steal victory from Ben Simonds – who was struggling with intermittent throttle issues – within sight of the flag. Davis, who saw his hopes of a strong finish vanish in the first race when the rear wheel of his C400

spectacularly came adrift heading down towards Graham Hill bend, stormed back to win race two despite having started 20th. Pittard survived two grassy excursions to claim second ahead of John Cutmore's Spire RB7. No fewer than 33 cars took to the grid for the Group 1 Swinging Sixties event. Matthew Howell claimed the honours in his Mini after usurping the MG Midget of Ian Staines at Druids in the closing laps. Steve Hodges (Lotus 7 Series 2) took Group 2 honours after Jamie Keevill spun his Lotus Elan.



Pittard (51) got the opening Magnificent Sevens win

RACE WINNERS

Magnificent Sevens Race 1: Christian Pittard (Caterham CSR1); Race 2: Tim Davis (Caterham C400)	Open Series Christian Douglas (Ariel Atom)	(Lotus 7 Series 2)
Special Saloons and Modsports Races 1 & 2: Danny Morris (Peugeot 309 GTi Thundersaloon)	Future Classics Robert Hollyman (Porsche 964)	Turbo Tin Tops, Puma Cup & Tin Tops Manoj Patel (Honda Civic Type-R)
Modern Classics Alex Taylor (TVR Tuscan Challenge)	Slicks Series Morgan Short/Marcus Short (Mosler MT900R)	New Millennium Series Simon Baker (BMW 1 Series Coupe)
	Swinging Sixties Group 1: Matthew Howell (Austin Mini); Group 2: Steve Hodges	Classic K Series Christian Douglas/Matt Holben (TVR Griffith 400/TVR Griffith 200)

Photos: Mick Walker

CADWELL PARK: HSCC BY MARCUS PYE

JUNE 4-5

FENNYMORE HOLDS HIS NERVE AT THE WOLDS

Reynard racers Graham Fennymore and Benn Simms' battle in Saturday's Historic Formula Ford 2000 opener, decided by 0.030 seconds in a photo finish wherein Fennymore prevailed, highlighted the HSCC's annual Wolds Trophy event. Simms led initially but an audacious pass advantaged the defending champion. They reprised their duel in Sunday's rain, which demanded organisational ingenuity to run, let alone complete, the programme. Ben Glasswell and Cadwell Park neighbour Lee Bankhurst ran them closest.

Welcome visitors Darlington & District MC's Northern Saloon and Sports championship delivered a potpourri of cars, which qualified on Saturday but raced only on Sunday. Four-wheel-drivers Chris Huntley (Subaru) and Mike Williamson (Mitsubishi) rubbed their hands together as others struggled for grip, Huntley winning both bouts from Simon Griffiths (Caterham 420R). Williamson and Scott Hubel's 205 T16 clone completed the podiums. Elsewhere entries were thin over the Queen's Platinum Jubilee holiday weekend. Michael O'Brien was disappointed when Formula



Fennymore was made to work hard to win

Junior rival Clive Richards' engine blew in Friday testing, robbing him of a tough race. Simms stepped into the breach as best he could in Jim Blockley's drum-braked Caravelle, leading the chase. Champion Nic Carlton-Smith (Kieft) remained uncatchable in class. The unrelated Samuel and Jordan Harrison won Saturday's Historic and Classic FF1600 rounds, with Tom McArthur their closest challenger in Hadfeld Motorsport's Titan Mk4 and Merlyn Mk20 respectively. Having bumped the Mountain's barrier in the Titan, the

Oulton Park regular aced Sunday's wet race from the back – after a grassy excursion onto the incline – then repelled Jordan's shadowing Lola for a second success. Another Harrison, John, narrowly beat Alan Cook in Classic Clubmans but the contest decided not to run again. Two into one didn't go as Sunday's 70s Road Sports leaders Jez Clark (Lotus Elan) and Paul Tooms (Europa) approached the Hall Bends side-by-side. Neither gave a millimetre and a touch sent Clark glancing into the tyre wall. He continued as Tooms raced to

the chequer, clear of Charles Barter (Datsun 240Z), whose son Julian had won on Saturday. John Shaw doubled-up in Historic Road Sports in his Morgan, Jonathan Stringer (Lotus 7) and Mark Godfrey (Ginetta G4) sharing silvers. Myles Castaldini (Davrian-Ford) and Steve Watton (Turner-Ford) who got first and second in Sunday's Modsports/Touring Car pilot – overhauling Dan Cox in Antiguan veteran Jimmy Fuller's rasping Alfa Romeo – finished third and seventh respectively in the 70s Road Sports amalgamation.



Paul Tooms topped the second 70s Roadsports race

RACE WINNERS

Historic FF2000 Races 1 & 2: Graham Fennymore (Reynard SF81)	Tom McArthur (Titan Mk4)	Historic Road Sports Races 1 & 2: John Shaw (Morgan +8)
Formula Junior, rear-engined Races 1 & 2: Michael O'Brien (Brabham BT6)	Classic FF1600 Race 1: Jordan Harrison (Lola T540E); Race 2: Tom McArthur (Merlyn Mk20)	Historic Touring Cars/Modsports Myles Castaldini (Davrian Mk8)
Historic Formula Junior, front-engined Nic Carlton-Smith (Kieft)	Classic Clubmans John Harrison (Mallock Mk21)	Northern Saloons and Sports Races 1 & 2: Chris Huntley (Subaru Impreza WRX)
Historic FF1600 Race 1: Samuel Harrison (Merlyn Mk20A); Race 2:	70s Road Sports Race 1: Julian Barter (TVR 3000M); Race 2: Paul Tooms (Lotus Europa)	

FEATURE



TOYOTA: MAKING A MEMORABLE MARK IN MOTORSPORT

We need your help to unearth the favourite racing Toyota of all. By Matt James

Photos: Motorsport Images, mcklein-imagedatabase.com

There used to be something quite endearing about the Japanese firms that tried to triumph on the global motorsport scene.

Ingenious and always memorable, the battlers from the Far East would simply not give up in their quest to crack the usually European-dominated big events and championships. In terms of rallying, the breakthrough came with Toyota in 1990 and then one year later, Mazda finally conquered Le Mans.

Toyota has prevailed in recent seasons and, having been unable to crack Formula 1, has been the benchmark on both the World Endurance Championship and the World Rally Championship.

Motorsport News editor Matt James said: "Toyota has become a mainstay of

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motorsport always ingenious and always inventive, and the Japanese firm has offered the racing and rallying world some truly spectacular machines over the last five decades. We have selected our favourites, and we'd like our readers to help us pinpoint which one has been the most memorable."

THE NOMINEES

1 Toyota Celica 2000GT

Toyota's first tentative steps in the World Rally Championship came with the 2000GT, and it was a winner in the top flight. The machine carried the Japanese firm's colour with pride and was a winner in the hands of Bjorn Waldegard in 1982 before the Group B era took over and the team switched to a twin-cam version, but the 2000GT had been the foundation for Toyota's huge success in the WRC.



2 Toyota Corolla AE86

Chris Hodgetts had been a mainstay of the British Saloon Car Championship – and the Toyota line-up – in the early 1980s, but it wasn't until he returned Japanese firm's fold in 1986 that things really took off. The Team Toyota GB-backed coupe-style machine took a remarkable run of 18 triumphs from 20 starts over a two-season campaign.



3 Toyota Celica GT-Four

From the moment it was first introduced into the World Rally Championship in 1988, the Toyota Celica GT-Four looked like a gamechanger. The story of the car ended in ignominy though, as Toyota Team Europe was found to have used an under-bonnet tweak to illegally ramp up the car's turbocharger power, and Toyota was banned from motorsport for a year.

4 Toyota TS010

As the long-distance landscape was changing, so did Toyota's offering. It needed to embrace the new 3.5-litre normally aspirated World Sportscar Championship rules and did so with the gorgeous Tony Southgate-penned TS010. It was an outlandish car for the outlandish regulations of the period.



5 Toyota GT-One

If you were truly bonkers enough, you could have bought a Toyota GT-One to drive on the roads. That was the homologation requirement of the GT1 class, which the Japanese firm entered in 1998. The Dallara-built and Toyota Team Europe-run GT-Ones looked much less like the road-going versions entered by Mercedes and Porsche at the time and therefore became more of a crowd favourite.



6 Toyota Tacoma 1998 Pikes Peak car

Pikes Peak expert Rod Millen had already won the event three times in versions of a Celica before the idea was created to build the truck-shaped Tacoma, which was fitted with a 2.1-litre IMSA-derived engine to take the 4700ft climb over the 12.4-mile course. Even Millen couldn't beat his 1998 effort of 10m07s when he returned a year later, although he did add a fifth crown and his fourth-straight event victory.

7 Toyota TF105

Mike Gascoyne helped pen the TF105, which was a time when all the grand prix learning was supposed to have been done and the results were expected. Ralf Schumacher and Jarno Trulli were plugged into the cockpit and Trulli's run of three podiums (two seconds and a third) over the opening five races looked promising and, at that stage, he was second only in the drivers' championship to eventual winner Fernando Alonso.



8 Toyota TS-050

When Toyota joined the World Endurance Championship in 2012, it was clear that the global crown was one of its aims. There was another undeclared mission though that all with an eye to history knew about: it was desperate to finally prevail at Le Mans. It finally did in 2018 with Fernando Alonso, Sebastien Buemi and Kazuki Nakajima claiming the win – the first of two for the crew and three for the TS050. Finally, the monkey was off Toyota's back – and it scooped two FIA World Endurance titles to boot. It was Toyota's dream-achieving sportscar.



9 Toyota Yaris WRC

With its pulling power and budget, Toyota was able to gradually collect together the driving strength it wanted and, by 2019, it became the WRC's powerhouse it is today. Ott Tanak took the title in the Yaris with six wins, but Hyundai aced the makes' crown. When Ogier joined a year later, the Japanese attack became impregnable and it hasn't lost a drivers' crown since.



10 Toyota Corolla

Switching to a new car all designed in-house is mammoth for any team, but in 2019 British Touring Car Championship team Speedworks Motorsport did not flinch from the challenge with the Corolla and got four wins in its maiden season. Driver Tom Ingram was in with a shot of the crown going into 2020's finale round and just lost out despite another three victories along the way. Christian and Amy Dick's team has expanded to running two machines.

COLUMNIST

MARCUS SHORT



The 17-year-old is startling onlookers in a packed first full season of racing

Photos: Jakob Ebrey



Marcus (l) and Morgan (r) mark win with Martin

My earliest motorsport memories are being at tracks across England and sometimes Europe watching my dad: racer and team boss Martin Short. I remember sitting in the motorhomes when it was bedtime, and if it was a 24-hour race around Le Mans or whatever the cars were still going and then I'd wake up at 0700hrs to the noise of cars.

From whenever I can remember I thought 'I can't wait until I'm old enough to do that', but I had to be realistic given how hard racing is to fund.

My dad built me and my older brother Morgan a sim rig about 10 years ago and ever since then we've been driving around tracks on it. It was a way to experience some sort of racing, but now a lot of it is actually preparing for races that we do for real.

My first real-life race was last year's Citroen C1 Challenge 24 Hour at Silverstone. In 2019



First real-life race for Marcus (in car) was C1 24hr

that was Morgan's first-ever race, so we decided to do it again. We got the old crew all together, from dad's Rollcentre outfit, and me, Morgan, my dad and Ian Stinton did the driving.

We qualified seventh out of 58 and finished in the top 20 even with loads of issues overnight. It was all quite intimidating going out for my first time on a proper track, but by the race I felt completely confident in my ability and I snapped the fastest lap out of us the four of us in the team.

This year I am racing in MG Cup in a Rover 216 GTi. Once again that was because Morgan did it in 2020 and '21 so we knew that it was a good way to get into racing that's a bit more advanced than the C1.

My first round at Brands Hatch was quite frustrating because if we'd tested beforehand I could have won both races. Qualifying was my first time ever driving that car but I kept getting more and more comfortable and ended up finishing second and getting fastest lap.

Then my second time in the car, at Cadwell Park, was pretty special. I qualified P3 overall and got pole in my class by about six seconds. I then won both races in class pretty comfortably, one by 30-something seconds. My car is in class A for road-going cars and I was battling with class B and C – modified and race cars respectively. You're in a car with 140bhp against cars with 250 so through the corners I could make up a lot of time but then had to defend for my life down the straights.

I still haven't got my trophies from Cadwell as the guy who finished second protested me 'to gain an understanding as to why this car was so fast'. The scrutineers knew nothing

was wrong with us, in fact were 80 kilos overweight. That made a great weekend a little bit less amazing but it helped me feel comfortable, that my competitors couldn't quite believe what was happening.

And recently I got to race one of dad's Mosler sportscars alongside Morgan at Donington Park, in the Classic Sports Car Club's Slicks Series. That went surprisingly well; I qualified on pole and then we won the race.

Dad won the British GT championship and the Dutch Supercar Challenge in a Mosler; he's always said it's his favourite car, and he's driven Le Mans prototypes. I had driven the Mosler once before at a Silverstone test day; I only got about five or six laps because I'd been at school that day. In my first few laps going round Donington with 560bhp behind you it was all quite intimidating but straight away I was up to speed.

I showed this in qualifying through jumping in the car with 10 minutes left of the session, because Morgan couldn't get a clear lap, and in my first lap I got pole and then I went quicker again.

I have a very busy schedule because last weekend, a week after Donington, we were racing at Brands in the next Slicks Series round and this weekend is the next MG Cup round at Silverstone. Dad and Morgan are doing Spa in Slicks Series – unfortunately I can't make it – and then in July we're doing Castle Combe.

As for the longer term, I've just got to see where it all takes me because I'm realistic and we don't have the funds to splash money at racing all the time. Hopefully I get an opportunity to do it seriously.

"The guy in second protested me to understand why I was so fast"

WHAT'S ON

YOUTUBE REVIEW

Lots of things make the Le Mans 24-Hour race what it is. One of them is the race's history. Another is its inimitable ambience. And thanks to YouTube we can get a dose of both, by rewinding 40 years to watch a special ITV half-hour

documentary following 1982's race victor Derek Bell in the first win for the famous Porsche 956. The documentary is an intimate one, with a fine palette of Le Mans' sights and sounds both in the race and in everything

that goes on around it. Look out for Bell talking us through an entire 8.5-mile lap, on the layout before Mulsanne chicanes and that at the start of the lap. The Mulsanne Kink was a monster. At another point Bell is mobbed by autograph-

hunting kids, and on the narration he laments that he's not nearly so widely recognised in his homeland. You can watch it all at: youtube.com/watch?v=y6iS81KvVbs.

Graham Keilloh



Le Mans 24 1982 is online

TV GUIDE



Steve McQueen's Le Mans

The latest Le Mans 24 Hours takes place this weekend and you can get into the mood tomorrow (Friday) with BBC Two showing the classic Steve McQueen Le Mans film at 1300hrs-1445hrs. And if you fancy a bit more you can keep the channel on for Licence to Thrill – Paul Hollywood Meets Aston Martin, at 1445hrs-1545hrs, wherein Hollywood, among other things, test drives 1959's Le Mans-winning DBR1.

As for this weekend's F1 action, from Baku, Channel 4 shows its qualifying highlights on Saturday at 2200hrs-2330hrs and its race highlights on Sunday at 1830hrs-2100hrs.

Sky Sports F1's weekend-preview F1 Show is on at 1615hrs-1715hrs on Friday. While next Wednesday the channel has some retro Canadian Grand Prix action with highlights of the 1991 race at 2230hrs-2315hrs, then of the 1995 race at 2315hrs-0000hrs.

Sky Sports F1 this morning also has some recent Ferrari Challenge UK Snetterton action at 1030hrs-1100hrs.

Graham Keilloh

LIVE TV

1400hrs-1530hrs, Eurosport 1

FORMULA 1 AZERBAIJAN

Practice 1: Friday, 1130hrs-1325hrs, Sky Sports F1
Practice 2: Friday, 1445hrs-1615hrs, Sky Sports F1
Practice 3: Saturday, 1145hrs-1310hrs, Sky Sports F1
Qualifying: Saturday, 1400hrs-1630hrs, Sky Sports F1
Race: Sunday, 1030hrs-1500hrs (start time 1200hrs), Sky Sports F1; 1030hrs-1400hrs, Sky Sports Main Event

FIA FORMULA 2 BAKU

Practice: Friday, 0935hrs-1025hrs, Sky Sports F1
Qualifying: Friday, 1325hrs-1405hrs, Sky Sports F1
Sprint race: Saturday, 1020hrs-1125hrs, Sky Sports F1
Feature race: Sunday, 0830hrs-0945hrs, Sky Sports F1

WORLD ENDURANCE CHAMPIONS HIP LE MANS 24 HOURS

Practice 3: Thursday, 1345hrs-1720hrs, Eurosport 2
Hyperpole: Thursday, 1845hrs-1945hrs, Eurosport 2
Practice 4: Thursday, 2045hrs-2345hrs, Eurosport 2
Warm up: Saturday, 0915hrs-1000hrs, Eurosport 1
Race: Saturday-Sunday,

LE MANS CUP ROAD TO LE MANS
Race 2: Saturday, 1000hrs-1130hrs, Eurosport 1

BRITISH TOURING CAR CHAMPIONSHIP OULTON PARK

Races and supports: Sunday, 1210hrs-1510hrs ITV1; 1505hrs-1835hrs ITV4

INDYCAR ROAD AMERICA

Practice 1: Friday, 2145hrs-2245hrs, Sky Sports F1
Practice 2: Saturday, 1545hrs-1645hrs, Sky Sports Action; 1630hrs-1645hrs, Sky Sports F1
Qualifying: Saturday, 1900hrs-2015hrs, Sky Sports F1
Race: Sunday, 1730hrs-2000hrs, Sky Sports F1

NASCAR SONOMA

Race: Sunday, 2030hrs-0100hrs, Freesports

WORLD TOURING CAR CUP HUNGARORING

Qualifying: Saturday, 1700hrs-1800hrs, Eurosport 2

ETCR HUNGARORING

Race 4: Sunday, 1630hrs-1730hrs, Eurosport 1

WHAT'S ON

RALLYING SATURDAY

■ **Tyrone Stages (N Ireland)**
Cookstown Motor Club (spectators admitted)
Cookstownmotorclub.com

SUNDAY

■ **Wildlife Smeatharpe Stages**
Wildlife Autosport (no spectators)
wildlifeautosport.org.uk
■ **Circuit of Munster, Co Limerick**
Limerick Motor Club (spectators admitted)
Limerickmc.ie

RACING SATURDAY-SUNDAY

■ **Oulton Park Island, Cheshire**
BTCC meeting: BTCC, F4, Carrera Cup, Ginetta GT4, Mini Challenge, Ginetta GT Academy Starts Saturday, racing from 1415hrs (qualifying from 0905hrs) Sunday, racing from 1220hrs Admission adult £33, under 13 free Web msv.com Contact 0344 225 4422
■ **Thruxton, Hants**
Thruxton Historic: Jochen Rindt Trophy, Midgets and Sprites, Woodcote Trophy, Stirling Moss Trophy, Historic Touring Cars, U2TC/60s Touring Cars, Pre '63 GT, Jaguar Classic, HRDC Allstars, Jack Sears Trophy, Classic Alfa Starts Saturday, racing from

1325hrs (qualifying from 0900hrs) Sunday, racing from 1320hrs (qualifying from 0855hrs) Admission adult £22, under 16 free Web thruxtonracing.co.uk
■ **Brands Hatch Indy, Kent**
American SpeedFest: NASCAR Euro Series, Legends, Pickups, Sports Racing and V8s, Intermarque Silhouette Starts Saturday, racing from 1200hrs (qualifying from 0900hrs) Sunday, racing from 1040hrs (qualifying from 1000hrs) Admission adult £30, under 13 free Web msv.com Contact 0344 225 4422
■ **Silverstone GP, Northants**
MGCC meeting: MG Trophy, Metro Cup, BCV8, MG Cup, Cockshoot Cup, Equipe GTS, Equipe Pre '63, Equipe 50s, Equipe Libre, Ecurie Classic, GTSCC Starts Saturday, racing from 1325hrs (qualifying from 0900hrs) Sunday, racing from 1105hrs (qualifying from 0900hrs) Admission £30 Web silverstone.co.uk Tickets online only
■ **Snetterton 300, Norfolk**
MSVR meeting: GT Cup, FF1600, 7 Race Series, Clubmans, MSVR Allcomers Starts Saturday, racing from 1155hrs (qualifying from 0900hrs) Sunday, racing from 1100hrs (qualifying from 0900hrs) Admission adult £14,

under 13 free Web msv.com Contact 0344 225 4422

Castle Combe, Wilts

CCRC meeting: FF1600, GT, Mini Miglia, Mini Se7en, Saloons, Hot Hatches, Welsh Sports and Saloons, 5Club MX-5, 750MC Hot Hatches, Saloons v Hot Hatches Starts Saturday, racing from 1250hrs (qualifying from 0830hrs) Sunday, racing from 1020hrs (qualifying from 0830hrs) Admission adult £15, under 16 free Web castlecombecircuit.co.uk

SUNDAY

■ **Knockhill anti-clockwise, Fife**
SMRC meeting: Junior BMW, C1 Cup, Fiesta ST, R53 Mini Cooper S, Classic Sports and Saloons, Mini Cooper Starts racing from 1130hrs (qualifying from 1000hrs) Admission adult £16, Web knockhill.com

SPORTING SCENE SUNDAY

■ **Owlerton, Sheffield Arena**
BriSCA F1 World Qualifier Starts: 1230hrs Admission: £TBA Web: briscaf1.com

Details correct at time of going to press. Please check with organisers before travelling.

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Rich Cranston's shot from the British GT meeting at Donington



Dean Chilvers from Monte Carlo



Starion dramas, by Graham Lomax



Nurburgring 24, by David Harbey



Mallory Park, from Peter Atkins

NEXT EDITION

IN IT FOR THE LONGEST HAUL OF ALL

We look back at the 24 Hours of Le Mans



OUT THURSDAY, JUNE 16

Street fighting men go at it again

Will Max push out his advantage in Azerbaijan?



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[H300mm x W300mm x L900mm]



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CMB-FT018-TW

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PROJECT

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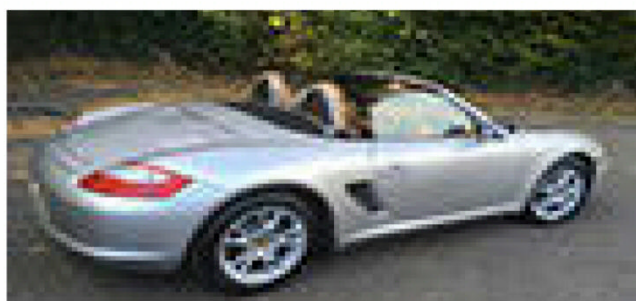
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113860

PORSCHE BOXSTER



2006, 67000 miles, £11,250. My car is in Arctic Silver with Sand Beige leather interior, registered in November 2006. It's a Tiptronic with Sport Chrono which is a "must have" option with the auto as it makes it more lively and responsive than without. It's in great condition. There's a few stone chips on the front but no rust and she benefits from many optional extras some of which are rarely optioned on a Boxster. Please call 07909923202, South East.

113703

PORSCHE 944



1991, 96000 miles, £28,995. PORSCHE 944 TURBO Cabriolet 1991. Porsche 944 Turbo Cabriolet (first reg August 1991) 95.6K mileage. Please call 07855794548, East of England.

114643

JAGUAR XKR



2014, 25400 miles, £39,995. Immaculate very low mileage car, Swallows are proud to offer this limited edition Jaguar XK Dynamic-R 5.0 V8. Beautifully presented with a stunning combination of Italian Racing Red with Ivory and Charcoal interior with quilted stitching. An extremely well looked after car with full online service history, originally supplied by Lancaster Jaguar and more recently serviced by Guy Salmon. Complementary history file with fully documented receipts, immaculate car throughout having covered only 25400 miles only. Please contact Swallows Jaguar for more information. Here at Swallows Independent Jaguar Specialists, we offer a full range of comprehensive workshop services. You can be assured that your Jaguar is receiving thorough, accurate, expert-level service. Using genuine Jaguar specification parts, we provide general workshop maintenance, mechanical repairs, MOT inspections and a wide range of Jaguar specific technical expertise and advice. Please call 01934750319, South West.

113691

MG TF



2003, £89,995. The Coolblue Model came with a Blue hood, Black leather seats with Blue alcantara inserts/ door inserts, Momo leather/ alloy gear knob, leather steering wheel, as new 16" Abingdon alloy wheels, chrome grille pack, wind deflector, front fog lights, we have Just fitted a New headgasket/cambelt/water pump plus 4 new Falken tyres, mot'd to 04/04/23. Please call 01932 241843, South East. (T)

114584

4 FORD ESCORT



1970, 7500 miles, £40,000. Ford Escort Rally car. 1970. 1600 crossflow engine. Rebuilt, absolutely immaculate. More photos on request. 7500 miles since being rebuilt. Please call 07801101645, East Midlands.

113683

PORSCHE 944



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114291

JAGUAR XKR



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114548



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